

THE Commercial & Financial Chronicle

Quotation Supplement (Monthly)
Investors Supplement (Quarterly)

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State and City Supplement (Semi-Annually)

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The Chronicle.

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CLEARING HOUSE RETURNS.

The following table, made up by telegraph, etc., indicates that the total bank clearings of all the clearing houses of the United States for the week ending to-day, August 22, have been \$812,824,435, against \$899,939,325 last week and \$900,493,511 the corresponding week of last year.

| CLEARINGS. Returns by Telegraph. | Week Ending August 22. | | |
|-------------------------------------|------------------------|---------------|-----------|
| | 1896. | 1895. | Per Cent. |
| New York..... | \$370,140,185 | \$410,739,449 | 11-8 |
| Boston..... | 60,204,039 | 68,521,023 | -12-1 |
| Philadelphia..... | 45,731,722 | 50,544,123 | -9-5 |
| Baltimore..... | 9,543,504 | 9,692,057 | -1-5 |
| Chicago..... | 60,010,812 | 68,718,939 | -12-7 |
| St. Louis..... | 17,837,910 | 17,733,230 | -0-5 |
| New Orleans..... | 5,808,828 | 4,253,939 | +36-6 |
| Seven cities, 5 days..... | \$569,077,030 | \$639,202,780 | -11-0 |
| Other cities, 5 days..... | 111,729,481 | 118,713,204 | -1-3 |
| Total all cities, 5 days..... | \$680,806,511 | \$757,915,984 | -9-9 |
| All cities, 1 day..... | 132,017,924 | 144,977,527 | 8-7 |
| Total all cities for week..... | \$812,824,435 | \$900,493,511 | -9-7 |

The full details of clearings for the week covered by the above statement will be given next Saturday. We cannot, of course, furnish them to-day, bank clearings being made up by the various clearing houses at noon on Saturday, and hence in the above the last twenty-four hours of the week have to be in all cases estimated, as we go to press Friday night.

Our usual detailed figures for the previous week, covering the returns for the period ending with Saturday noon, August 15, are given below, and we also present the results for the corresponding week in 1895, 1894 and 1893. In comparison with the preceding week there is a decrease in the aggregate exchanges of about fifty-six million dollars, but at New York alone the decrease is thirty-five millions. Contrasted with the week of 1895 the total for the whole country shows a decrease of 7-3 per cent. Compared with the week of 1894 the current returns record a gain of 4-1 per cent and the increase over 1893 is 17-1 per cent. Outside of New York the decrease from 1895 is 8-6 per cent. The decline from 1894 reaches 3-2 per cent, but making comparison with 1893 the gain is seen to be 23-1 per cent.

| Clearings at— | Week ending Aug. 15. | | | | |
|------------------------|----------------------|-------------|-------------|-------------|-----------|
| | 1896. | 1895. | 1894. | 1893. | Per Cent. |
| New York..... | 467,665,894 | 498,254,420 | 422,272,415 | 415,117,641 | -6-2 |
| Philadelphia..... | 53,192,212 | 60,825,472 | 55,680,941 | 50,799,456 | -10-8 |
| Pittsburg..... | 12,528,030 | 12,591,621 | 10,804,979 | 8,169,668 | -0-5 |
| Baltimore..... | 11,906,563 | 10,970,514 | 12,960,458 | 12,860,198 | +9-3 |
| Buffalo..... | 3,910,480 | 4,201,979 | 3,709,032 | 3,693,963 | -9-0 |
| Washington..... | 1,481,895 | 1,628,367 | 1,263,560 | 948,844 | -9-0 |
| Rochester..... | 1,356,597 | 1,322,281 | 1,209,941 | 1,062,511 | +2-6 |
| Syracuse..... | 757,070 | 992,129 | 831,384 | 655,559 | -23-7 |
| Wilmington..... | 700,000 | 4,228,062 | 610,369 | 555,559 | +11-3 |
| Scranton..... | 610,785 | 680,520 | 637,845 | 577,197 | -8-8 |
| Binghamton..... | 272,900 | 347,000 | 282,800 | 273,000 | -21-4 |
| Total Middle..... | 554,503,576 | 591,243,288 | 510,869,356 | 493,917,158 | -6-2 |
| Boston..... | 73,785,103 | 84,180,558 | 71,788,683 | 62,110,740 | -12-2 |
| Providence..... | 4,653,000 | 4,822,100 | 4,385,700 | 3,916,100 | -15-9 |
| Hartford..... | 1,923,917 | 1,740,914 | 1,424,004 | 1,397,058 | +10-5 |
| New Haven..... | 1,319,396 | 1,343,023 | 1,168,747 | 1,189,806 | -1-8 |
| Springfield..... | 1,105,129 | 1,269,316 | 1,109,468 | 1,012,511 | -12-9 |
| Worcester..... | 1,229,275 | 1,294,382 | 1,238,314 | 970,389 | -0-0 |
| Portland..... | 1,084,928 | 1,104,951 | 1,043,924 | 1,003,802 | -1-8 |
| Salt River..... | 552,838 | 1,254,251 | 678,519 | 458,091 | -26-7 |
| Lowell..... | 572,253 | 753,932 | 534,146 | 489,076 | -24-1 |
| New Bedford..... | 289,238 | 464,777 | 340,440 | 307,142 | -16-3 |
| Total New Eng..... | 88,015,977 | 97,724,802 | 82,644,959 | 72,893,264 | -12-0 |
| Chicago..... | 71,105,153 | 79,763,151 | 83,800,285 | 59,785,948 | -10-9 |
| Cincinnati..... | 9,342,750 | 11,198,560 | 13,473,780 | 9,778,750 | -16-6 |
| Detroit..... | 8,249,217 | 8,453,337 | 6,013,703 | 4,476,800 | -2-4 |
| Cleveland..... | 5,889,175 | 5,283,299 | 4,578,696 | 3,753,864 | -6-1 |
| Milwaukee..... | 4,615,767 | 4,228,073 | 4,185,367 | 2,542,001 | -17-9 |
| Columbus..... | 2,500,000 | 2,692,300 | 2,908,000 | 1,817,500 | -5-2 |
| Indianapolis..... | 1,470,859 | 1,384,118 | 1,112,042 | 1,144,729 | +0-2 |
| Peculiar..... | 1,489,110 | 1,857,590 | 2,752,867 | 1,190,900 | -20-3 |
| Toledo..... | 1,355,439 | 1,329,265 | 732,814 | 648,076 | +2-0 |
| Grand Rapids..... | 714,288 | 521,443 | 439,454 | 194,308 | -13-9 |
| Lexington..... | 248,104 | 317,284 | 231,725 | 198,000 | -4-8 |
| Kalamazoo..... | 295,144 | 308,477 | 230,704 | 186,000 | -36-6 |
| Akron..... | 207,013 | 305,811 | 285,348 | 203,858 | -20-0 |
| Bay City..... | 191,881 | 204,806 | 175,716 | 170,000 | -6-2 |
| Rockford..... | 200,000 | 150,757 | 136,731 | 123,800 | -2-4 |
| Springfield, Ohio..... | 149,941 | 148,241 | 145,569 | 116,143 | -0-6 |
| Canton..... | 163,107 | ..... | ..... | ..... | +10-0 |
| Dayton..... | 585,975 | ..... | ..... | ..... | ..... |
| Tot. Mid. West..... | 107,328,814 | 120,146,126 | 120,910,567 | 83,405,366 | -10-7 |
| San Francisco..... | 13,786,961 | 14,365,949 | 13,416,342 | 11,803,083 | -4-0 |
| Salt Lake City..... | 1,103,410 | 1,196,658 | 1,015,789 | 538,140 | -7-8 |
| Portland..... | 1,280,987 | 975,951 | 960,614 | 591,196 | +31-3 |
| Los Angeles..... | 921,114 | 1,122,081 | 810,845 | 576,518 | -18-4 |
| Helena..... | 674,428 | 537,117 | 604,580 | 350,000 | +25-1 |
| Tacoma..... | 514,117 | 537,585 | 561,083 | 388,850 | -4-2 |
| Seattle..... | 500,000 | 460,000 | 478,363 | 474,348 | +10-0 |
| Spokane..... | 361,692 | 340,712 | 259,128 | 208,192 | +6-1 |
| Fargo..... | 228,450 | 136,793 | 165,097 | ..... | +6-7 |
| Sioux Falls..... | 63,000 | 61,296 | 131,094 | 110,002 | +2-8 |
| Total Pacific..... | 19,438,379 | 19,741,112 | 18,463,171 | 15,024,807 | -1-5 |
| Kansas City..... | 8,264,207 | 10,068,352 | 8,016,592 | 5,750,000 | -18-2 |
| Minneapolis..... | 5,573,736 | 5,739,825 | 4,930,481 | 3,271,399 | -2-9 |
| Omaha..... | 3,902,965 | 3,101,394 | 3,328,533 | 3,273,050 | +29-1 |
| St. Paul..... | 3,370,889 | 4,007,917 | 3,793,918 | 2,168,000 | -17-2 |
| Denver..... | 2,009,010 | 2,478,445 | 2,430,280 | 1,468,367 | -18-9 |
| St. Joseph..... | 974,614 | 1,067,000 | 1,422,233 | 1,155,090 | -8-7 |
| Des Moines..... | 659,287 | 775,000 | 989,963 | 500,616 | -15-0 |
| Siox City..... | 329,501 | 394,831 | 515,142 | 292,885 | -16-5 |
| Lincoln..... | 234,696 | 315,204 | 371,626 | 375,223 | -25-5 |
| Wichita..... | 315,535 | 326,015 | 363,880 | 321,038 | -7-7 |
| Topeka..... | 315,347 | 347,917 | 398,847 | 368,087 | +4-1 |
| Frederick..... | 49,911 | 50,796 | 84,400 | 55,348 | +3-7 |
| Hastings..... | 75,473 | 69,237 | 50,000 | 55,753 | -7-9 |
| Tot. other West..... | 23,266,105 | 26,835,173 | 28,144,770 | 19,028,287 | -8-9 |
| St. Louis..... | 21,290,480 | 21,213,340 | 21,282,502 | 15,480,151 | +0-4 |
| New Orleans..... | 6,689,357 | 6,315,618 | 6,288,715 | 4,714,237 | +5-1 |
| Little Rock..... | 4,553,791 | 5,688,404 | 6,186,228 | 2,615,120 | -19-7 |
| Galveston..... | 1,700,000 | 1,644,247 | 1,481,755 | 1,357,600 | -3-4 |
| Houston..... | 2,475,622 | 2,050,000 | 1,715,841 | 1,199,148 | +20-8 |
| Savannah..... | 1,236,179 | 1,519,929 | 1,800,000 | 794,268 | -18-7 |
| Richmond..... | 1,276,622 | 2,159,421 | 2,020,314 | 2,801,726 | -23-7 |
| Memphis..... | 1,057,119 | 1,190,950 | 1,067,435 | 870,501 | -9-6 |
| Dallas..... | 1,082,342 | 993,485 | 782,258 | 525,583 | +9-9 |
| Nashville..... | 967,645 | 1,004,655 | 951,601 | 695,843 | -3-0 |
| Norfolk..... | 875,000 | 894,002 | 746,846 | 650,000 | -2-1 |
| Waco..... | 762,901 | 866,345 | 775,870 | 715,385 | -11-9 |
| Fort Worth..... | 321,407 | 381,258 | 468,390 | 354,753 | -29-2 |
| Augusta..... | 374,539 | 695,000 | 560,203 | 292,684 | -45-3 |
| Birmingham..... | 479,945 | 310,000 | 285,656 | 443,845 | +64-8 |
| Little Rock..... | 268,890 | 370,699 | ..... | ..... | -27-5 |
| Jacksonville..... | 325,000 | 202,583 | ..... | ..... | +11-1 |
| Chatanooga..... | 319,714 | 252,815 | 332,516 | 217,113 | -1-2 |
| Knoxville..... | 210,723 | 232,979 | 196,000 | 145,798 | -0-6 |
| Total Southern..... | 352,350 | ..... | ..... | ..... | ..... |
| Total all..... | 839,939,325 | 905,688,730 | 806,874,724 | 717,504,652 | -7-3 |
| Outside N. York..... | 372,373,441 | 407,334,310 | 384,602,309 | 302,889,011 | -8-6 |
| Montreal..... | 9,796,712 | 11,412,326 | 9,373,686 | 11,079,266 | -14-2 |
| Toronto..... | 6,045,777 | 5,272,730 | 4,267,949 | 4,746,585 | +14-7 |
| Hull..... | 1,340,574 | 1,154,054 | 1,240,760 | 1,142,759 | +17-7 |
| Windsor..... | 985,944 | 753,533 | 809,424 | 746,518 | +3-1 |
| Hallifax..... | 609,081 | 593,030 | 506,777 | 600,712 | -2-7 |
| Total Canada..... | 14,774,108 | 19,170,673 | 16,190,965 | 16,549,332 | -2-1 |

* Not included in totals.

THE FINANCIAL SITUATION.

Almost all the markets have been higher or have improved in strength and tone this week, the only notable exceptions being silver and foreign exchange. As silver goes down, commodities and stocks go up. This course of affairs does not favor the plans of the Atgelds and the Tillmans; neither does it conform to their assumptions or assertions. Cotton has been higher, wheat firmer, Wall Street much less bearish, while iron, dry goods, and the like, report a little better inquiry and a more confident feeling.

The one influence which has helped the general situation and has given rise to this new spirit pervading the markets, no doubt has been the ridiculous result of Mr. Bryant's stupendous effort at Madison Square Garden last week, added to the accumulating evidences which have recently come to hand indicating the defeat that awaits his party at the coming election. We do not mean that hard work is not necessary to accomplish a complete discomfiture; it is necessary and will be forthcoming. Nor do we mean that there will be continued and uninterrupted improvement in the Wall Street markets and in the business situation from this time on. That would be agreeable but not likely. We must for the time being be prepared for the conservative action of capital, for ups and downs in the prices of securities, and for a restricted consumption of commodities. After election day has passed, after the news comes that the candidate of the Populistic-Silver Party has been completely snowed under, and after sound money has become an assured fact in the United States, a wave of prosperity will sweep over this country deeper, broader and more permanent than has ever before been experienced. We have, however, coquetted with this silver delusion so long, trying to make a dollar of value out of fifty cents worth of bullion, that faith in the stability of the gold standard needs for its complete restoration to have even the rootlets of this error dug up.

We have said that silver bullion has declined the current week. This has been a feature ever since Mr. Bryan reached New York. Indeed it dates even further back. A declining tide leaves on the sand no clearer marks of its recession than Bryan's loss of reputation and the developing disappointment of his followers over his utterances is reflected in the market for silver. Those foolish speeches which he made while on his journey when silver bullion certificates were selling at 69½ cents made some clever operators lose heart and let go at once. But the rush to get out began later. Certificates were still quoted at 68½ cents on Saturday August 8. On Monday August 10 they dropped to 68½ cents; on Wednesday August 12th they fluctuated between 67½ and 68½ cents and have, we believe, declined almost every day until this week Thursday since that memorable Wednesday, touching this week 66 cents, though with some reaction from that figure as the week closes. London says that most prominent among the causes for the decline is the American speculation in silver bullion. These changes in the price prove that the London statement is correct. We might also show by quotations previous to those we give that the earlier upward movement was likewise chiefly due to New York influences and purchases.

It is marvelous how many silly people there are in the world. Wall Street knows that the race of lambs is never extinct. No doubt silver will go up again;

operators find it too good an instrument for milking the fools to let it lie unused long. And yet was there ever such an unpromising commodity for outsiders to speculate in as silver is to-day? Every point the market for bullion goes up the miners dig just so much deeper and turn out just so many more ounces of the metal. Then that vision of a larger demand and higher prices for bullion when free coinage is established in the United States is a myth of the shabbiest sort. In the first place, free coinage will never be established in this country. In the second place, even if it could be, there is more reason for saying it would depreciate the metal than there is for saying it would appreciate it. We begin a series of two or three articles to-day by the publication of the first of them on a subsequent page. We have written the articles for the purpose of clearing the cobwebs out of some honest men's minds not familiar with financial movements.

Another important feature this week has been a decided fall in foreign exchange. The fall was from (on Friday last) 487@488½ to (on Wednesday of this week) 485@487 for long and from 488@489½ (Friday) to 486½@488 (Wednesday) for short. This drop in nominal rates was accompanied by a sharp fall in rates for actual business, the market each day being quoted weak not only for sterling but for Continental exchange as well. The chief influences operating to effect the decline have been first dear money, for dear money has influenced rates in many ways; second the cessation of the selling movement of securities on foreign account and the suspension of purchases of sterling by a class of small and timid capitalists; and third the natural condition of the export trade in the last four months of the year, especially when the foreign trade balance for the previous months stands as now very decidedly in our favor. Some may not realize how marked the official statements make the difference to the first of August between the state of our trade with the outside world this year and last year. On Tuesday Mr. Ford of the Bureau of Statistics issued the July figures, and we give them at the close of our usual foreign exchange market in this article in a comprehensive form, with comparative figures since January this year and last year. We have room only to mention some of the more conspicuous results. The merchandise balance (that is excluding silver and gold) *in our favor* for July, the last month reported, was \$15,787,000, which compares with a merchandise balance in July 1895 *against us* of \$16,484,000. Take the whole trade movement for July, that is including not only merchandise but also gold and silver, and the balance *in our favor* this year for the single month is \$27,902,000, against an *adverse balance* of \$10,273,000 in July 1895, or a difference between the years *in our favor* of \$38,175,000. Those people who are looking during coming months for a course of affairs with reference to gold like to that of last year had better study this trade statement carefully. Of course if the improbable should happen and the outlook at any time become favorable for a Populistic success in November, gold for securities and balances transferred would flow out regardless of any condition of trade. The returns to us to-day would indicate about 3½ million dollars of gold afloat from Europe to America shipped since the fall in exchange noted above.

At the present time figures relating to any of our financial institutions possess special interest. Hence the

half-yearly summary of the condition of the trust companies of the State, as issued from the Banking Department at Albany, will be carefully studied. It cannot be said that this important body of institutions is becoming any less prosperous, notwithstanding the bad times. They may be paying out a little less in dividends, but their aggregate surplus and their aggregate resources keep growing and are now in excess of any previous period. The total of surplus and undivided profits July 1 was \$48,663,784, against \$46,607,066 January 1 and \$45,035,516 July 1 last year. In the aggregate resources there had been a decline from \$395,552,991 July 1 1895 to \$392,630,048 January 1 1896, but now there has been a recovery again to \$396,917,238, making the total larger than ever before. The decline in resources the last half of 1895 followed from the falling off in deposits, which dropped from \$313,422,222 July 1 1895 to \$307,351,893 January 1 1896; now the deposit account stands at \$306,722,619.

The savings banks of the State in the interval have greatly increased their deposits, the total rising from \$669,266,016 July 1 1895 to \$691,764,503 January 1 1896 and now to \$715,032,899 July 1 1896. In some quarters it has been sought to connect this latter gain with the loss by the trust companies, by contending that as the trust companies had reduced interest rates the depositors had taken their money out and put it in the savings institutions. There is, however, little to sustain this view. In the first place depositors in trust companies are not as a rule of the class who keep accounts in the savings banks; in the second place the loss by the trust companies during the twelve months has been less than $6\frac{1}{2}$ million dollars, while the savings banks in the same interval have gained almost 46 million dollars; in the third place, the loss by the trust companies has been entirely in the "deposits in trust," the general deposits being a million dollars larger than twelve months ago.

It is interesting to note that there was a further increase in the loans by the trust companies on personal securities (notes and bills receivable), the amount July 1 1896 being reported \$35,664,129 against \$29,369,703 January 1 1896. Only three of the trust companies have large amounts invested in this way: the Farmers' Loan & Trust Company had \$7,006,000 July 1, against \$5,850,000 on January 1; the New York Life Insurance & Trust Company \$7,840,508, against \$6,122,116, and the United States Trust Company \$13,204,837, against \$11,372,310. Evidently the whole three have been extending their business of that kind. In the amounts loaned on collateral there has been a decrease in the aggregate for the State during the six months from \$169,161,348 to \$161,166,342; at the same time the "stock investments" have increased from \$104,512,839 to \$107,025,928 and the real estate mortgages from \$25,114,077 to \$27,331,499. The cash at command of the institutions was not greatly changed, standing at \$51,408,460 July 1 against \$50,804,137 January 1, but of this amount \$44,204,032 was on deposit with the banks July 1, against only \$40,137,391 January 1; that is, in their own vaults the trust companies held only \$7,204,428 of cash July 1, against \$10,666,746 January 1. The New York Life Insurance & Trust Co. had \$2,400,000 on hand and the Union Trust \$3,032,546, leaving only \$1,771,882 in the vaults of the other thirty-seven trust companies of the State.

The stagnation and inactivity in business resulting from the silver agitation are now being strongly reflected in the returns of railroad earnings. For the

first week of August, as well as for the fourth week of July, our statement showed a loss in the aggregate as compared with the corresponding weeks of last year, though the amount of the falling off was small. For the second week of August the falling off, according to our preliminary tabulation for that month, has reached quite considerable proportions, the ratio of decrease being over $2\frac{1}{2}$ per cent. Out of the whole 58 roads which have thus far reported, 38 have losses. The Southwestern roads are doing somewhat better than heretofore in some cases, but the striking feature of the exhibit is the very poor returns made by some of the roads in the manufacturing sections of the Middle Western States. Thus the Wabash reports for that week earnings of only \$234,909 the present year against \$280,506 last year, a decrease of over 16 per cent, and the Cleveland Cincinnati Chicago & St. Louis only \$234,818 against \$298,224, a decrease of over 21 per cent.

One peculiar feature of the bank statement last week was the very slight difference between loans and deposits, the former standing at \$468,918,200 and the latter at \$467,393,700. Such close relation is peculiar to periods of special pressure. It was noticeable in 1884, 1890 and 1893. This, however, by no means indicates the approach of a crisis the present year; it simply shows the condition of the banks resulting from the liquidation of loans and the withdrawal of deposits mainly by Western banks. The surplus reserve is now down to \$9,400,175, and it will no doubt be still further and materially reduced this week, for the movement of currency to the West as well as the South has been large.

Money on call, representing bankers' balances, has this week loaned at 3 and at 6 per cent, averaging about $4\frac{1}{2}$ per cent. There has been a good supply from foreign bankers but scarcely any from the banks, these institutions and trust companies quoting 6 per cent as the minimum. Time contracts are quoted at 6 per cent and 1 per cent commission, equal to about 9 per cent, for four months, and 6 per cent and 2 per cent commission, equal to 10 per cent, for six months, and the transactions reported have been few. Scarcely anything is doing in commercial paper. Rates are nominally 8 per cent for the choicest names, whether bills receivable or single names. Toward the end of the week some inquiry was noticed from out of town, indicating a disposition to take advantage of the high figures ruling. Merchants are urgent in their appeals to the banks for accommodation and the latter are doing their best to meet the inquiry, and, as is usually the case, everybody wants much larger amounts than can be obtained and borrowers have to be satisfied with less than 50 per cent of the sums required. Some merchants are obtaining relief from the foreign bankers by drawing upon credits; many are arranging for sterling loans, and a few are hypothecating warehouse receipts for raw material, such as silk, sugar, coffee, tea and other commodities, as securities for these loans. The demand upon the banks for re-discounts is large from the South and West, and the proceeds of these discounts are being promptly drawn.

There has been more or less political tension in Europe this week growing out of affairs in Crete. It was reported on Thursday that all the Powers have united in a demand that Turkey grant autonomy to Crete. The Bank of England's minimum rate of discount remains unchanged at 2 per cent. The cable reports discounts of sixty to ninety-day bank bills in London $\frac{1}{2}$ @1 per cent. The open market rate

at Paris is 1½ per cent and at Berlin and Frankfurt it is 2½ per cent. According to our special cable from London the Bank of England gained £336,351 bullion during the week and held at the close of the week £47,474,951. Our correspondent further advises us that the gain was due to receipts of £220,000 net from the interior of Great Britain and to imports of £116,000, of which £100,000 were from Australia, £8,000 from France and £8,000 from other countries.

The foreign exchange market has had a remarkable fall this week, already referred to above. This was brought about under the influences, also noted, of a pressure of loan bills, active money, a light demand, and improved trade conditions; and the decline in rates for actual business was so great on Wednesday as to enable bankers to order gold from London and Paris at a profit. The fall was then checked and on the following day there came an upward reaction. It was reported that ¼ of 1 per cent was being paid for gold to arrive from Europe, but this was denied by bankers, who said that if such a premium was being paid there would have been further importations by other houses, whereas the only bankers engaged in the movement were Lazard Freres, who have \$2,500,000, and Seligman & Co., \$250,000, in transit. The market opened weak on Monday, when Brown Bros. & Co., Heidelbach, Ickelheimer & Co. and Lazard Freres reduced rates half a cent, while the Canadian Bank of Commerce and the Merchants' Bank of Canada lowered their rates one cent. Compared with the close of Friday of last week rates for actual business were reduced one quarter of a cent for long, to 4 85¼@4 86; and one-half a cent for short and cable transfers, the former to 4 86½@4 86¾ and the latter to 4 86¾@4 87. On Tuesday the Bank of British North America, the Bank of Montreal, and Heidelbach, Ickelheimer & Co. reduced rates half a cent; Brown Bros. & Co. and Lazard Freres lowered their rates one cent and Baring, Magoun & Co. reduced long one cent and short half a cent. Rates for actual business fell three quarters of a cent for long to 4 85@4 85½, and half a cent for short and cable transfers to 4 86@4 86½ for the former and 4 86¼@4 86½ for the latter. The market was very weak at the close, and on the following day Brown Bros. & Co., Baring, Magoun & Co., the Bank of Montreal, Heidelbach, Ickelheimer & Co. and Lazard Freres reduced rates half a cent, while the Merchants' Bank of Canada lowered the long rate one cent and the short half a cent, and the market was unsettled until near the close, when it grew steadier on the news of the preparations for the import of gold. Rates for actual business at the end of the day were about one cent lower for long at 4 84@4 84½, and three-quarters of a cent for short sterling and cable transfers at 4 85@4 85½ for the former and 4 85½@4 86 for the latter. Bankers stated that the price for short sterling was low enough to justify the importation of gold as an exchange operation. On Thursday the Bank of British North America and the Merchants' Bank of Canada reduced rates half a cent, and the Canadian Bank of Commerce one cent, but the tone of the market reacted during the day and it closed steadier, with rates for actual business about half a cent higher, at 4 84½@4 84¾ for long sterling, 4 85¾@4 86 for short and 4 86@4 86½ for cable transfers. Yesterday the market was easier again, and rates for actual business were reduced one-quarter of a cent for all classes of bills. Continental

exchange was weaker until Thursday, when there was a partial recovery, closing easier again yesterday. The following shows the daily posted rates for exchange by leading drawers.

| | FRI. Aug. 14. | MON. Aug. 17. | TUES. Aug. 18. | WED. Aug. 19. | THUR. Aug. 20. | FRI. Aug. 21. |
|--|------------------|------------------|-------------------|------------------|-------------------|------------------|
| Brown Bros..... { 60 days... 87 | 88½ | 86¼ | 87-5¼ | 85¼-5 | 85 | 85 |
| { Sight... 88½ | 88 | 88 | 88-7 | 87-6¼ | 86½ | 86½ |
| Baring..... { 60 days... 87¼ | 88½ | 87¼ | 86¼ | 86 | 86 | 86 |
| { Sight... 88½ | 88½ | 88½ | 88 | 87¼ | 87¼ | 87¼ |
| Bank British..... { 60 days... 87¼ | 88½ | 87¼ | 87 | 87 | 86¼ | 86¼ |
| { Sight... 88½ | 88½ | 88½ | 88 | 88 | 87½ | 87½ |
| Bank of Montreal..... { 60 days... 87¼ | 88½ | 87¼ | 87 | 86¼ | 86¼ | 86¼ |
| { Sight... 88½ | 88½ | 88½ | 88 | 87½ | 87½ | 87½ |
| Canadian Bank of Commerce..... { 60 days... 88 | 88 | 87 | 87 | 87 | 86 | 86 |
| { Sight... 89 | 89 | 88 | 88 | 88 | 87 | 87 |
| Heidelbach, Ickelheimer & Co. { 60 days... 87 | 88 | 86¼ | 86 | 85¼ | 85¼ | 85¼ |
| { Sight... 88 | 88 | 87 | 87 | 86¾ | 86¾ | 86¾ |
| Lazard Freres..... { 60 days... 87¼ | 88½ | 87 | 86¼-8 | 85¼ | 85¼ | 85¼ |
| { Sight... 88½ | 88½ | 88 | 87¼-7 | 86¼ | 86¼ | 86¼ |
| Merchants' Bk. of Canada..... { 60 days... 88¼ | 89½ | 87¼ | 87¼ | 86¼ | 86 | 86 |
| { Sight... 89½ | 89½ | 88½ | 88½ | 88 | 87½ | 87½ |

The market closed easy on Friday at 4 85@4 86½ for sixty day and 4 86½@4 87½ for sight. Rates for actual business were 4 84½@4 84½ for long, 4 85½@4 85¾ for short and 4 85¾@4 86 for cable transfers. Prime commercial bills were 4 83¾@4 84 and documentary 4 83¼@4 83½. The July returns of our foreign trade have been issued this week by the Bureau of Statistics, and we have remarked upon them in a previous paragraph. We give the figures below with previous months since January 1 this year and last year.

FOREIGN TRADE MOVEMENT OF THE UNITED STATES.

In the following tables three ciphers (000) are in all cases omitted.

| Merch'dise. | -1896- | | | -1895- | | |
|-----------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | Exports. | Imports. | Excess. | Exports. | Imports. | Excess. |
| Jan.-March.. | 240,099 | 197,675 | +42,521 | 202,374 | 195,159 | +7,215 |
| Apl.-June.. | 204,513 | 172,087 | +32,433 | 184,491 | 196,411 | -11,950 |
| July..... | 67,715 | 51,928 | +15,787 | 56,542 | 73,026 | -16,484 |
| Total..... | 512,327 | 421,583 | +90,744 | 443,407 | 464,626 | -21,219 |
| Gold. | | | | | | |
| Jan.-March.. | 13,134 | 22,605 | -9,471 | 30,321 | 14,109 | +16,512 |
| Apl.-June.. | 29,801 | 2,561 | +27,240 | 4,611 | 11,876 | -7,265 |
| July..... | 10,604 | 1,508 | +9,098 | 3,567 | 571 | +3,296 |
| Total..... | 53,539 | 26,672 | +26,867 | 39,099 | 26,556 | +12,543 |
| Silver. | | | | | | |
| Jan.-March.. | 15,380 | 3,822 | +11,458 | 10,818 | 1,608 | +9,012 |
| Apl.-June.. | 14,648 | 2,123 | +12,525 | 13,285 | 2,707 | +10,578 |
| July..... | 5,780 | 839 | +4,941 | 4,814 | 772 | +4,042 |
| Total..... | 35,808 | 6,784 | +28,874 | 28,712 | 5,085 | +23,627 |
| Gold in Ore. | | | | | | |
| Jan.-March.. | 30 | 358 | -328 | 285 | 258 | +27 |
| Apl.-June.. | 26 | 420 | -394 | 33 | 573 | -540 |
| July..... | 23 | 161 | -138 | .... | 172 | -172 |
| Total..... | 79 | 939 | -860 | 318 | 1,003 | -685 |
| Silver in Ore. | | | | | | |
| Jan.-March.. | 192 | 4,291 | -4,099 | .... | 2,877 | -2,877 |
| Apl.-June.. | 145 | 4,559 | -4,414 | 38 | 3,201 | -3,165 |
| July..... | 34 | 1,770 | -1,736 | .... | 955 | -955 |
| Total..... | 371 | 10,620 | -10,249 | 36 | 7,033 | -6,997 |

+ Excess of exports. - Excess of imports.

We subjoin the totals for merchandise, gold and silver for the seven months since January 1 for six years.

| Seven Mos. | MERCHANDISE. | | | GOLD. | | | SILVER. | | |
|------------|--------------|----------|-------------------|-----------|-----------|-------------------|-----------|-----------|---------------------|
| | Exports. | Imports. | Excess of Exports | Ex-ports. | Im-ports. | Excess of Exports | Ex-ports. | Im-ports. | Excess of Ex-ports. |
| 1896. | 512,327 | 421,583 | 90,744 | 53,618 | 27,611 | 26,007 | 36,029 | 17,401 | 18,625 |
| 1895. | 443,407 | 464,626 | *21,219 | 39,417 | 27,559 | 11,858 | 28,748 | 12,118 | 16,630 |
| 1894. | 456,864 | 397,681 | 59,183 | 85,170 | 13,270 | 71,900 | 27,112 | 9,640 | 17,472 |
| 1893. | 457,511 | 520,383 | *62,872 | 73,892 | 17,710 | 56,182 | 24,577 | 10,590 | 13,987 |
| 1892. | 537,555 | 497,397 | 40,158 | 52,351 | 8,577 | 43,774 | 16,824 | 9,544 | 7,250 |
| 1891. | 482,053 | 498,688 | *16,635 | 77,123 | 4,355 | 72,768 | 11,333 | 8,248 | 3,085 |

* Excess of imports.

In the last table gold and silver in ore for 1894, 1895 and 1896 are given under the heads respectively of gold and silver; for the other years both are included in the merchandise figures.

The following statement gives the week's movements of money to and from the interior by the N. Y. banks.

| Week Ending Aug. 21, 1896. | Received by N. Y. Banks. | Shipped by N. Y. Banks. | Net Interior Movement. |
|--|--------------------------|-------------------------|-------------------------|
| Currency..... | \$2,908,000 | \$9,759,000 | Loss \$6,851,000 |
| Gold..... | 411,000 | 402,000 | Gain. 9,000 |
| Total gold and legal tenders..... | \$3,319,000 | \$10,161,000 | Loss \$6,842,000 |

Result with Sub-Treasury operations and gold exports.

| Week Ending Aug. 21, 1896. | Into Banks. | Out of Banks. | Net Change in Bank Holdings. |
|------------------------------------|--------------|---------------|------------------------------|
| Banks' Interior movement, as above | \$3,319,000 | \$10,181,000 | Loss, \$6,842,000 |
| Sub-Treasury operations | 15,200,000 | 14,200,000 | Gain, 1,000,000 |
| Total gold and legal tenders | \$18,519,000 | \$24,381,000 | Loss \$5,842,000 |

The following table indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

| Bank of | Aug. 20, 1896. | | | Aug. 22, 1895. | | |
|----------------|----------------|------------|-------------|----------------|-------------|-------------|
| | Gold. | Silver. | Total. | Gold. | Silver. | Total. |
| | £ | £ | £ | £ | £ | £ |
| England..... | 47,474,951 | ..... | 47,474,951 | 40,421,741 | ..... | 40,421,741 |
| France..... | 83,292,711 | 50,144,708 | 133,437,419 | 82,110,269 | 50,425,915 | 132,536,184 |
| Germany*... | 30,483,334 | 15,241,626 | 45,725,000 | 34,987,064 | 16,180,336 | 51,174,000 |
| Aust.-Hung'y | 23,445,000 | 12,857,000 | 41,302,000 | 20,471,000 | 13,230,000 | 33,751,000 |
| Spain..... | 8,400,000 | 10,710,000 | 19,110,000 | 8,904,000 | 12,070,000 | 20,074,000 |
| Netherlands. | 2,634,000 | 8,874,000 | 9,508,000 | 4,285,000 | 6,940,000 | 11,225,000 |
| Nat. Belgium* | 2,024,007 | 1,312,333 | 3,037,000 | 2,754,007 | 1,377,333 | 4,132,000 |
| Tot. this week | 203,390,603 | 97,139,707 | 300,530,370 | 193,034,341 | 100,279,584 | 293,313,925 |
| Tot. prev. w'k | 202,164,422 | 97,206,603 | 299,371,025 | 191,441,514 | 103,119,969 | 294,561,483 |

* The division (between gold and silver) given in our table of coin and bullion in the Bank of Germany and the Bank of Belgium is made from the best estimate we are able to obtain; in neither case is it claimed to be accurate, as those banks make no distinction in their weekly returns, merely reporting the total gold and silver, but we believe the division we make is a close approximation.
NOTE.—We receive the foregoing results weekly by cable, and while not all of the date given at the head of the column, they are the returns issued nearest to that date—that is, the latest reported figures.

WHY FREE COINAGE MEANS SILVER MONO-METALLISM.

FIRST ARTICLE.

Mr. Bryan's speech in the Madison Square Garden last week had in it nothing new, yet it recalled a thought we have for weeks desired to work up in detail. We have not done so hitherto as its discussion required what might seem to many of our readers quite a tedious analysis. At the same time it is well known that this silver heresy, as we call it, is not felt to be a heresy by a large class of estimable people in some sections of the country. Free coinage would have no following worthy of notice were it not for the honest ones who have enrolled themselves among its believers. We would not care to discuss this feature of the subject did we not know we were addressing a numerous body of men who hold to a higher standard of life than the Altgelds and the Tillmans. Conscious that this is the situation, especially in the South, we think it may be of use to elaborate the thought we have in mind. We say this situation is especially true of the South because we are more closely connected with and know more about that section than we do about some others. Most likely it is equally true of the West. Be that as it may, we can say with the utmost confidence that the condition referred to prevails widely in the Southern States at least.

The belief we wish to controvert, and which is the one single thought that is misleading very many people, has its origin in the assumption that the road to so-called bi-metallism, that is to a recovery of the old price of bullion and the old relations of silver to the world's currency, is to be found in, and in fact leads through, free coinage by the United States alone. It is strange that men should accept a mere assumption of that character where the matter assumed is so vital to the working of such a radical change in financial affairs. But the fact that it has been so accepted renders it important to show that an opening of our mints to coinage would tend directly away from that result, and that the Chicago platform, put in practical operation, would work as an estoppel to bi-metallism. Indeed, we think we

can make it clear that the silver proposal in the form presented by the Chicago Convention is a scheme affording a very narrow field for controversy; that it excludes and makes unattainable almost all the objects heretofore discussed relating to silver, and all the benefits the honest planter and farmer are supposed to be seeking through and in behalf of that metal.

As to the Chicago platform, we several weeks ago summed up the situation in which that instrument has left the silver controversy by saying that the coinage of silver by the United States alone, which the Convention assumed as its cardinal principle, could not be put into operation without bringing the country to silver mono-metallism, and that its declaration in favor of free silver coinage invokes and espouses silver mono-metallism as directly and positively as words could do it. All that is unquestionably true, and the makers of that platform evidently had no desire to conceal their position in this particular; they must at the time have sought to have it clearly understood. Possibly they may seek to avoid the conclusion now. But their intent and purpose are evident from another declaration they have added, in which they have expressed their opposition to the issue of Government bonds to buy gold to replenish the Treasury reserve when needed to keep silver and gold convertible. There being no other known method for perpetuating the circulation of the two metals together, this inhibition against the purchase of gold, in connection with the free coinage provision, becomes virtually a declaration of a resolve to force the currency down to a silver basis as speedily as possible, and to keep it there.

Consider a moment how, if carried out in full, that action would leave our currency. The proposition is to establish a currency system which has never been tried, a system which involves the raising of the price of silver nearly 100 per cent. Would any man familiar with affairs having a proper regard for public interests venture on such an experiment in a country so large, so populous, and so busy as this country is, without having first made provision against accidents; that is without providing every sort of device experience had proven to be at all useful if weakness developed while attempting to put the scheme into operation? The boldness of the leaders in this case is so great that they have even discarded the refuge we now have. No one has ever yet suggested a way to keep an over-valued silver currency on a par with gold except by the purchase of gold through a sale of bonds to replenish the reserve. Hence as the case stands, if the claim of the Silverites that free coinage will bring silver up to \$1.29 proves to be unreliable, the platform makers have left the country without a chance of retaining the gold standard. They have not only made no new provision against the failure of their one idea, but if their declared intention is carried out they will have actually taken away the old provision which was used to bring us on to a gold basis in 1879, and has ever since stood on guard to keep us there. Even that though is not all; there is another proposal which undeniably stamps the platform as silver, and silver only, all the way through. What we now refer to is the declaration that all United States obligations shall be paid in silver or gold at the option of the Government. Of course if such a bond were offered to support a failing cause the Government could only secure the inferior metal. Are we not fully authorized then to assert that the intention of the makers of the platform by its

terms must have been to reach silver mono-metallism and nothing else?

But we propose to carry our investigation further, and to establish not only by inference but in a positive way the truth of the sound money view of the result of free coinage of silver by the United States alone, so that no one can fail to acknowledge its truth. The most of our readers will accept the conclusion as stated, needing no demonstration of an issue so patent. They are so familiar with the workings of the financial markets and of currency affairs that details in explanation of the method no doubt seem tedious. We are, though, addressing to-day those who live outside of affairs and who never or seldom come in contact with even the most common and frequent of the world's financial operations. We assume that there are very many honest in their belief who are simply engaged in this free silver effort in the hope and because they have been told and think that it will bring the price of silver and commodity prices back to the old conditions which prevailed prior to 1873.

Accepting then this statement as the belief of a large class, there are several ways of proving the view to be untenable. This week let us confine our investigation to one of these methods; next week we will use another way of disproving the contention. What we propose to show to-day is that silver mono-metallism is an inevitable result of free coinage by the United States alone because of the opportunity such a system affords the holder of silver bullion for making a large profit *so long as our currency remains on a gold basis*. A few facts will disclose the danger this condition would threaten and how it would operate.

Whatever differences may exist between us and any of our readers about silver, there is one fact we all will accept, which is that the bullion price of that metal in the markets of the world has declined so materially that now the amount of bullion in the silver dollar (412½ grains) can be bought anywhere for about 53 cents, or about one-half the value the Government stamp gives the dollar. Another fact equally indisputable is that if free silver coinage by the United States alone were established, so long as other conditions remained as they are to-day, every one who possessed or who was able to buy a few or many ounces of silver could take the silver to our mints and could get nearly twice as many dollars for it exchangeable in our market into gold dollars as he gave for the bullion. Admitting the truth of those two statements it follows as an obvious conclusion that the day free silver coinage was established at our mints, and so long as gold continued to be the standard here, the buying of silver bullion and bringing it to the United States for coinage would be the most profitable industry capital could engage in. Any one can see that with the bullion in a silver dollar worth only 53 cents, European or American capitalists on every investment of \$530 could get a return of \$1,000. If the price of bullion rises the profit would be less. But until the price ruled at \$1.29 a profit would exist and the operation would be remunerative.

Such then being the conditions the existence of a free coinage law would introduce, and which would continue so long as our currency remained on a gold basis, what would be the immediate result of a state of affairs that seemed to assure the passage of a law for the opening of our mints to the operation of a system having such possibilities? Capital does not wait to be caught. It does not wait until it is sure it cannot get away. It draws

the worst conclusion the facts warrant and runs away from every hazard. This situation is too familiar to need elaborating. Apply an assured prospect of free mintage to the currency and to the capital conditions as they exist to-day in this country. We at present have in the United States a gold standard for our currency which is even now so heavily burdened because of the silver money in circulation that the struggle has been day by day to keep the silver dollar and the gold dollar interchangeable. Assume it to be possible that while the reserve is thus already taxed, danger of free coinage should become imminent. Free coinage of course means that the privilege of bringing the bullion to our mints and having it coined into dollars is extended alike to every holder of silver bullion in every nation under the sun. It is a world-wide invitation to come and take advantage of this offer. Is there a man living so unfamiliar with financial affairs as to doubt that the probability of such an arrangement being carried into effect would immediately, and without waiting for the law, result in the loss of our gold standard and in the substitution of silver mono-metallism? Every one must know that the catastrophe could not be delayed until free coinage was established, for the capitalist is confronted by the circumstance that the first half-hour of the operation of free coinage would result in far more than sufficient silver being offered for coinage to rob the country of many times its present stock of gold. He knows too that our stock of gold is far from limitless; that on the contrary our visible supply is very small; that we have time and again been almost in sight of silver payments, the gold standard being saved only by a bond sale, which the platform proposes to stop.

This then is the nature of the action free silver coinage would produce and the character of the conditions it would meet; obviously the gold standard would be gone long prior to any actual enactment. We repeat that as soon as events afforded the assurance that the proposal was to be adopted the catastrophe, if it had not already occurred, would be anticipated. American and European capitalists would discount the coming event; gold would be hoarded and exported so fast that our reserves of the metal would quickly disappear, leaving silver mono-metallism as an almost immediate result. Possibly some one unfamiliar with affairs may ask how could the capitalist act so promptly? The answer is obvious. All capital which could be easily dislodged would seek to escape before it was too late. Take, as an illustration, bank balances—American as well as European—a form of capital highly mobile. There are in the United States several thousand million dollars of money covered by that single item, easily transferred from New York to London. In our national banks alone the individual deposits reported under the call of May 7 1896 (see CHRONICLE, page 22, July 4 1896), were stated at \$1,687,629,825. Besides deposits there are many forms of invested capital which could be easily converted. We have had a very recent illustration of the timidity of capital and the kind of action we are referring to, which that timidity induced. Even the mere adoption of the Chicago platform so frightened some men—not chiefly large capitalists but men of moderate means—that for two or three weeks in July the demand for foreign exchange for the purpose of getting balances in Europe was a prominent feature of that market. It threatened to revolutionize our currency standard, and no doubt

would have done so had not our banks and bankers by their action arrested the movement. One such practical illustration should have more weight than reams of assumption.

But most likely Mr. Bryan would say that free coinage—the operation which he claims, without giving any reason for the opinion, is to create a demand for silver so large as to bring the price of bullion back to \$1.29 per ounce—would not be in operation while this outflow of gold was in progress. Very true; but the gold standard would be gone, every value in the land would be deranged, business for the time being would be paralyzed, and silver mono-metallism be in existence. Next week we shall show what would be the extent of the demand for silver under a free coinage system by the United States alone, and think we shall be able to make it clear that after our currency had lost its gold standard the profit would be gone and the demand for silver would be very small. But passing that question to-day, it is sufficient on this occasion to suggest that a scheme or a system of coinage which, in reaching the goal it promises, requires that the standard of our currency must be twice changed, once from gold to silver and then from silver back to gold again (or to bi-metallism) is certainly a frightful road to general business prosperity.

CHICAGO & NORTH WESTERN REPORT.

The report of the Chicago & North Western Railway for the fiscal year ending May 31 1896, issued this week in pamphlet form, affords a pleasing and a striking contrast with the report for the preceding fiscal year. In this previous year, as is well known, the conditions were markedly unfavorable, and the results were correspondingly unfavorable; the company was obliged to reduce the dividend on its common shares from 6 per cent per annum to 4 per cent, and even then fell \$273,590 short of earning the requisite amount for the purpose on the operations of the twelve months.

As against this poor statement for 1894-5, the report for 1895-6 shows dividends up to a five per cent basis again, with a surplus of \$1,851,025 in excess of the amount needed to pay the same. The preferred stock of course received 7 per cent in both years, it being entitled to a first preference to that amount. The company has been very conservatively managed, and it has never been the policy of the management to divide among the shareholders all the yearly earnings, but on the contrary to endeavor to leave considerable amounts to use in improving and strengthening the property. Nevertheless, it is interesting to note that on the basis of the surplus now shown for the late year, the company could have paid 10 per cent on the preferred shares (giving to these shares the additional preference of 3 per cent to which they are entitled after the common shall have received 7 per cent), and 8 per cent on the common shares.

The transformation has followed of course mainly from the great change in the crop situation. In 1894 the spring-wheat crop in the territory traversed by the company's lines had been poor, while the corn crop in certain sections was an almost complete failure. In 1895, on the other hand, the spring wheat yield in the Northwest was of phenomenal proportions and the corn crop was also of exceptional dimensions, though in limited portions of Nebraska the product did not quite come up to expectations. The changed crop situation was beneficial in two ways, first in giving the transportation

interests a very heavy grain movement, as contrasted with a very small movement in the previous year, and secondly in placing the farmers in position to purchase needed supplies again, thus restoring to the roads some of the merchandise and miscellaneous traffic which they had lost the previous year. Of course the general improvement in business which resulted after the contract with the Morgan-Belmont Syndicate in 1895 was also a favoring influence, and in the case of the North West the large traffic in iron ore consequent upon the buoyancy of the iron trade resulting from the same cause proved of special advantage.

With all these favoring circumstances, the company did not get the benefits it would have derived had our industries and the financial situation of the country been in a normal condition. While up to about last December great industrial activity prevailed, since then, as the reader is aware, business has been steadily on the down grade again, thus confining the expansion in traffic within narrow limits. The low prices ruling for grain have also been a retarding influence. President Marvin Hughitt adverts to this latter feature in explaining the results for the trans-Missouri lines (comprising the Fremont Elkhorn & Missouri Valley RR.), whose operations and accounts are reported separately. These trans-Missouri lines, though having done much better in 1895-6 than in 1894-5, still show a small deficit in meeting charges, on the operations of the twelve months. The deficit reaches \$138,799, against a deficit of \$332,195 in the previous year. Mr. Hughitt points out that while gross earnings of these lines were \$2,950,440 in 1895-6 against \$2,666,641 in 1894-5, there is a considerable decrease as compared with the years preceding, the gross in 1893-4 having been \$3,334,756, in 1892-3 \$3,653,679, in 1891-2 \$3,481,256, in 1890-1 \$3,310,240. He says the promise is that the traffic of the lines will be restored to its normal condition in the near future, "with a reasonable margin of profit in support of the property," and that the full benefit from the better crops of 1895 was not realized by reason of the low prices for grain which restricted its movement and reduced the volume of general freight and of passengers below the average of a good crop year.

While this remark is true as to the trans-Missouri lines, it applies with equal force to the North West itself, though the fact does not appear from the face of the returns. For instance, gross earnings at \$33,488,761 for 1895-96 are in excess of those of any previous year and the same is true of the net earnings at \$12,039,790, while the freight movement, both in the number of tons carried and the number carried one mile, is likewise found to be the largest in the company's history. But, as it happens, the significance and importance of these facts is qualified by the circumstance that results are now based on a larger mileage than formerly. During the last two years the operations of the Milwaukee Lake Shore & Western have been included, raising the mileage from 4,273 miles to 5,031 miles. We estimated a year ago that allowing for the inclusion of this road, gross earnings during the fiscal years 1895 and 1894 must have fallen off 8½ million dollars. As against this heavy falling off in the two previous years the gain in the late year, though very large, reached only \$5,380,386. The fact is interesting merely as showing that the conditions were not such as to permit the company to get back, in its revenues, to the best of previous years.

The great contraction in earnings in 1893-4 and 1894-5 had forced the company to practice very rigid economy in operations, and the accounts for the late year will be closely scrutinized therefore to see how far the company has in that particular returned to the liberal policy of previous years. We have already noted that as compared with 1894-5 gross earnings increased \$5,380,386, this being on the same mileage in both years. In the expenses, the increase has been \$2,937,242, leaving \$2,443,144 gain in net. Before undertaking to show how this augmentation in expenses has been distributed through the various departments of the service, it will be useful to note that the greater part of the addition occurred during the last five months of the fiscal year. Here is a table bringing out that fact; it indicates the comparative gross and net earnings for the period from January 1 to May 31 in 1896 and 1895.

| JANUARY 1 TO MAY 31. | | | |
|----------------------|--------------|--------------|-------------|
| | 1896. | 1895. | Increase. |
| Gross earnings..... | \$12,520,904 | \$10,590,771 | \$1,930,133 |
| Expenses..... | 8,474,634 | 6,779,464 | 1,695,170 |
| Net..... | \$4,046,270 | \$3,811,307 | \$234,963 |

Thus we see that with \$1,930,133 addition to the gross revenues in the five months the augmentation in expenses was \$1,695,170; in the previous seven months, with \$3,450,253 addition to gross receipts, the augmentation in expenses had been only \$1,242,072. This makes it evident that the company proceeded cautiously, not enlarging its outlays until it became certain that the prospect of very large gains in revenues was certain to be realized; then the policy, temporarily interrupted during the two previous years, of spending very liberally in the making of repairs and renewals, was actively resumed.

It is rather noteworthy how large a part of the increase in expenses has occurred under this head of renewals and repairs. In the cost of "conducting transportation" there was an increase of only \$428,527, or less than 4 per cent, such expenses having been \$11,593,665 in 1896, against \$11,165,138 in 1895; and examination of the various items of expenses in that category shows that the outlays have been carefully kept down. Even the additions because of the extra force of employees needed to handle the enlarged amount of traffic have been small, comparatively speaking. This is a very significant fact, for the amount of work performed was very greatly increased. For instance the number of tons of freight carried in 1896 was 17,082,389, against 13,822,906 in 1895, and the number carried one mile 2,372 millions against 1,713 millions.

The increase in the one case is over 23 per cent, in the other over 38 per cent, and compared with this the increase of less than 4 per cent in the expenses under the head of conducting transportation appears quite insignificant. One thing, however, should not escape notice, and that is that there was a very considerable saving in the item of fuel. We find that the company purchased its coal at an average price of only \$1 54 per ton in 1896, against \$1 85 per ton in 1895, a saving of 31 cents. Applying this saving of 31 cents a ton to the 1,432,952 tons of coal used for all purposes during the late year, it is seen that expenses were reduced \$444,215 on that account. Except for that saving, cost of transportation would have increased \$872,742 instead of only \$428,527, but even then the increase would have been less than 8 per cent.

As already said, the augmentation in the outlays for repairs and renewals has been very heavy and forms the greater part of the whole increase in expenses.

We have prepared the following to show the leading classes of these outlays.

| Chicago & North Western Ry. | Year ending May 31. | | | | |
|------------------------------------|---------------------|-----------|-----------|-----------|-----------|
| | 1896. | 1895. | 1894. | 1893. | 1892. |
| Miles of road..... | 5,031 | 5,031 | 4,841 | 4,273 | 4,273 |
| Repairs and renewals of..... | \$ | \$ | \$ | \$ | \$ |
| Locomotives..... | 1,393,643 | 851,204 | 1,136,251 | 1,178,084 | 1,181,468 |
| Passenger cars..... | 334,508 | 293,000 | 334,060 | 384,742 | 323,625 |
| Freight cars..... | 1,850,973 | 803,151 | 1,082,009 | 1,725,103 | 1,575,352 |
| Roadway & track, rails & ties..... | 2,732,394 | 2,423,934 | 3,202,075 | 3,373,905 | 2,882,402 |
| Bridges, culverts, etc..... | 452,331 | 301,906 | 384,477 | 514,613 | 450,526 |
| Fences, road crossings, etc..... | 155,649 | 145,429 | 180,632 | 177,072 | 131,527 |
| Buildings..... | 722,814 | 436,794 | 468,987 | 503,094 | 540,346 |
| Total..... | 7,642,612 | 5,255,418 | 6,792,401 | 7,857,213 | 7,085,246 |
| Included in expenses— | 1896. | 1895. | 1894. | 1893. | 1892. |
| Locomotives purchased..... | No. | No. | No. | No. | No. |
| partially rebuilt..... | 34 | None | 2 | None | 15 |
| | 553 | 505 | 595 | 646 | 573 |
| Freight cars purchased..... | 587 | 505 | 597 | 646 | 588 |
| rebuilt..... | 1,835 | 833 | 100 | 779 | 622 |
| | 151 | 6 | 183 | 62 | 346 |
| | 1,986 | 839 | 283 | 871 | 968 |

It will be seen that the increase in the aggregate of these expenditures, as compared with 1895, has been \$2,387,194. The total increase in expenditures of all kinds having been \$2,937,242, this shows that all but \$550,048 of the amount was for renewals and repairs. In the aggregate such renewal and repair expenditures for 1896 were \$7,642,612 (covering 5,031 miles of road); the sum is larger than for the other years given in the table except that it apparently falls below the \$7,857,213 spent for the same purposes in 1893 on 4,273 miles. But it should be stated that the comparison with the earlier years is not strictly correct. A change in the classification of expenses was made in the late year, and we have the figures for only 1896 and 1895 in the new form. The revision involved a reduction in the 1895 total of about a quarter of a million dollars, and assuming that there would, under the changed basis, be a proportionate reduction in the 1893 total, the latter would fall below that for 1896 rather than stand above it.

The character and extent of the renewal work in the late year can be seen by the statistics we have added at the end of the above table. It appears that repairs of locomotives in 1896 included the cost of 34 new engines bought to replace old ones; in 1895 no new locomotives were included; in 1894 only two; in 1893 none; in 1892 15; in 1891 12. Repairs of freight cars included in 1896 nearly two thousand (1,986) new cars either purchased or built at the company's own shops, against only 839 in 1895, 283 in 1894, 871 in 1893 and 968 in 1892.

Besides the 1,986 new freight cars charged to operating expenses, the company bought 561 more cars the cost of which was charged to capital account. It may seem strange in view of these large additions that the schedule of equipment should show 327 less cars on hand May 31 1896, than on May 31 1895, the number being 35,911, against 36,238. But the explanation is very simple and is furnished in the report: 1,203 small four-wheeled iron ore cars of old pattern were broken up and replaced by 401 new ore cars of modern type and improved construction, the capacity of these 401 cars being equal to that of the 1,203 old cars; there was also a loss of 86 other cars, making altogether a reduction of 888 cars, offset by the 561 new cars added and charged to capital account, giving the net loss of 327 cars referred to above.

The 561 cars charged to capital account cost \$354,851; and the expenditures for new road, new track, additional real estate, and for elevating track in Chicago, raised the total of the expenditures on capital account for the year to \$1,601,198. President Hughtitt notes that this is less than the surplus income remaining on the operations of the late year after providing for charges and dividends, and in point of fact the whole amount was provided for out of this surplus.

A change made during the year in the company's balance sheet emphasizes the conservative methods pursued in the management of the property. As in the late year, so in the years preceding the company spent large amounts out of surplus earnings for additions to property and plant, and charged the same to capital account. The company has now marked off \$6,492,313 of such accumulated surplus and also \$4,019,328 of other accumulations and balances, making \$10,511,641 together, and diminished property account to the same extent. It will be remembered that back in the fiscal year 1886-7 10 millions of such accumulated surplus was stricken off in the same way besides which over 10 millions of other accounts were eliminated, effectually disposing of the rumors which had been current up to that time that these accumulated balances would be used as the basis for a large stock distribution.

Altogether, therefore, during the last ten years accumulated balances and accounts have been reduced over thirty million dollars. The practice is to be commended; the time for stock dividends of course is past, and as the surplus does not exist as cash it is desirable that it should not appear on the books as if it were in available form.

**CHESAPEAKE & OHIO—LOW RATES,
HEAVY TRAIN LOAD.**

The Chesapeake & Ohio report for the year ending June 30 shows that the company has again made some new records. For instance, we find that the road moved part of its traffic—coal to the seaboard we mean—at the extraordinarily low figure of 2.53 mills per ton per mile. In other words the road realized on this traffic only about a quarter of a cent per ton per mile, so that it was necessary to haul a ton four miles in order to earn one cent. It had been supposed that the average on this traffic the previous year at 2.93 mills was about as low as would ever be reached, but the drop to 2.53 mills marks a further reduction of 13 per cent.

Of course the traffic was not taken at this low rate as a matter of choice; the company was forced to accept that figure by the exigencies of competition, which on this seaboard coal traffic has long been exceedingly intense. The wonder is that any road should be able to move traffic at such figures and escape bankruptcy. The circumstance indicates to what a high state the science of railroading has been developed to make such an achievement possible, and in particular it shows the state of perfection to which the Chesapeake & Ohio property has been brought. Of course 2.53 mills is only the average for a portion of one kind of traffic. But even the general average—that is, the average for the whole freight movement of the company—was no more than 4.26 mills, which is just about the same as for the previous fiscal year, when the average was 4.25 mills.

In the Chesapeake & Ohio case those now in control of the property have realized from the first that the conditions were such as to make it necessary to take traffic at very small rates, and the property was reorganized with that idea in view. But certainly no one contemplated rates as low as those now received. And yet even on the basis of an average of only 4.26 mills for its entire traffic, the company was able to earn all its fixed charges with a small surplus over.

As far as the tidewater coal shipments are concerned, it is pleasing to hear that there is a strong prospect of a better average for the current or new fiscal year. An

agreement with that purpose in view has been entered into between the large shippers of bituminous coal to the seaboard, and if this agreement be maintained there can be no doubt of an improvement in that particular. As President Ingalls well says: "A very slight increase of rate on this million tons of freight would produce large results, and yet would not be oppressive to the public."

To get a profit out of the transportation business on an average freight rate of only 4.26 mills per ton mile, it is necessary of course that the cost of doing the work should be brought down to a minimum. This has been accomplished by steadily increasing the train-load, and here is the second particular in which the Chesapeake & Ohio has succeeded in establishing a new and very noteworthy record. During the late year this train-load was further increased ten tons, raising it to the very large figure of 325 tons. A very great addition to the train-load has been effected even during the last few years. The lading of the trains was certainly not small in 1890 at 225 tons, yet in the interval since then the increase has been just 100 tons, or nearly 50 per cent.

We obtain a better idea of the size of this train load by comparing it with the results on some other leading roads. On the Lake Shore the average load in the calendar year 1895 was 318 tons, on the New York Central the average for the fiscal year ending June 30 1895 was 252 tons, and on the Great Northern, which has latterly also gained distinction because of the increase in its train loads, the average for the year ending June 30 1895 was 237 tons. In tabular form the comparison is as follows:

AVERAGE TRAIN LOAD.

| | | |
|------------------------------------|----------------------------|-----------|
| Chesapeake & Ohio..... | Year ending June 30, 1896. | 325 tons. |
| Lake Shore & Michigan South'n..... | Year ending Dec. 31, 1895. | 318 tons. |
| New York Central..... | Year ending June 30, 1895. | 252 tons. |
| Great Northern..... | Year ending June 30, 1895. | 237 tons. |

It is this heavy train load which makes possible the movement of freight at a low figure per unit of service, and in the case of the Chesapeake & Ohio the work has been facilitated by the very light grades with which the road has to contend.

The company during the year increased its total gross earnings \$625,101 and its net earnings \$126,476. The ratio of expenses to earnings has varied remarkably little during the last few years, having been 68 per cent in 1896, 67 per cent in both 1895 and 1894 and 69 per cent in 1893. The net was in excess of that of any previous year, and the gross was the largest with the exception of that of 1893. The passenger earnings fell below those of the years when the company got a large amount of travel from the World's Fair at Chicago, but the freight earnings beat all previous records. After meeting the full charges for the year, there remained a surplus balance on the operations of the twelve months of \$147,341. And yet, as the report says, the year was not a favorable one for the greater part of the traffic carried by the road. It should be noted too that the wheat tonnage of the system was only 50,970 tons against 131,821 tons in 1894-5; while against this loss there were gains in flour, corn and other grains, yet the total of agricultural products moved was not quite equal to that of the previous year.

The report tells us that the physical condition of the property has been fully maintained and improved—that the company has had no construction account during the year in the operating department, and the policy heretofore established of charging all additions

and betterments to operating expenses has been continued. It is noted that seven new locomotives were purchased and charged to expenses, to replace old ones worn out and destroyed, and that 220 freight cars were purchased or built to replace cars destroyed. Of the total of 13,808 cars belonging to the company on June 30 1896, only 316 or less than 2 1/2 per cent were in the shops or yards at that time undergoing repairs, showing the excellent condition of the equipment. For new sidings, new tracks and new shops, \$202,785 alone was spent and charged to expenses, and \$129,223 was charged to cover the cost of putting in 75 and 100-pound rails in place of 55 pound rails.

The company has \$575,000 of bills payable outstanding (\$125,000 being for investments in the Chesapeake & Ohio Steamship Company's debentures and \$450,000 representing equipment notes and car trusts paid off during the last two years) and \$1,934,084 of other current liabilities. Its current assets (including \$229,990 of materials and supplies on hand) were on June 30, \$1,588,859, and it also held \$1,074,000 of its 4 1/2 per cent bonds unsold in its treasury.

RAILROAD NET EARNINGS FOR JUNE AND THE HALF-YEAR.

Our statement of gross and net earnings of United States railroads for the half-year ending June 30, 1896, which we present to-day, is of the same character as the early statement of gross for the same period given in our issue of July 11. It shows that while results were better than for the six months of 1895, on the whole the improvement was very moderate, notwithstanding last season's excellent grain crops, from which so much was expected. In the gross the increase has been \$17,917,779, or 4.64 per cent; in the net \$4,136,586, or 3.71 per cent. The figures cover 128,529 miles of road in 1896 against 127,964 miles in 1895. The following is a summarized statement.

| January 1 to June 30. (181 roads.) | 1896. | | 1895. | | Increase. | |
|---------------------------------------|----------------|-----------------|----------------|-----------------|---------------|-----------|
| | Miles of road. | Gross earnings. | Miles of road. | Gross earnings. | Amount. | Per Cent. |
| | 128,529 | \$ 404,420,650 | 127,964 | \$ 386,502,871 | \$ 17,917,779 | 4.64 |
| | | 288,673,567 | | 274,892,374 | 13,781,193 | 5.01 |
| | | 115,747,083 | | 111,610,497 | 4,136,586 | 3.71 |

In the aggregate the showing is not greatly different from what it was last year; then also the improvement was only very moderate (\$13,134,181, or 3.56 per cent, in the gross, and \$7,297,471, or 7.12 per cent, in the net) but at that time there had been a great falling off in the grain movement, while the present year the grain movement was very heavy. The improvement in both years appears particularly small when we remember that it follows a tremendous loss in 1894, the decrease in gross then having been \$68,790,061, or 16.39 per cent, and in the net \$23,595,036, or 19.59 per cent. The following carries the comparisons back for a series of years.

| Year and number of roads. | Gross Earnings. | | | Net Earnings. | | |
|---------------------------|-----------------|-----------------|-----------------------|---------------|-----------------|-----------------------|
| | Year Given. | Year Preceding. | Increase or Decrease. | Year Given. | Year Preceding. | Increase or Decrease. |
| Jan. 1 to June 30. | \$ | \$ | \$ | \$ | \$ | \$ |
| 1891 (182) | 387,698,261 | 380,381,063 | +7,317,198 | 116,917,553 | 113,331,921 | +3,585,632 |
| 1892 (190) | 448,515,806 | 416,936,311 | +31,579,495 | 131,071,945 | 124,464,710 | +6,607,235 |
| 1893 (181) | 438,662,810 | 423,542,651 | +15,120,159 | 126,821,797 | 125,563,963 | +1,257,834 |
| 1894 (179) | 350,945,696 | 419,735,757 | -68,790,061 | 96,846,247 | 120,441,283 | -23,595,036 |
| 1895 (177) | 381,778,437 | 388,644,266 | +13,134,181 | 109,815,538 | 102,518,087 | +7,297,471 |
| 1896 (181) | 404,420,650 | 386,502,871 | +17,917,779 | 115,747,083 | 111,610,497 | +4,136,586 |

We reviewed the influences which prevailed during the six months in our article of July 11. and shall not

attempt to rehearse them again here. Suffice it to say that general business grew steadily worse under the many adverse developments which marked the course of the half-year, and that railroad traffic and railroad earnings naturally reflected the fact. In the Southwest the small cotton crop of last year also played an important part in making results unsatisfactory. The monthly returns became less favorable each month as the year progressed, just as last year, under the revival in business induced by the Morgan-Belmont contract with the Government, they had become more favorable each month. The following is a summary of the monthly returns for 1896. It will be noticed that the exhibit for June is a little better than the exhibits for the months immediately preceding.

GROSS AND NET EARNINGS.

| Month | Gross Earnings. | | | | Net Earnings. | | | |
|--------|-----------------|------------|-----------|-------|---------------|------------|--------------|-------|
| | 1896. | 1895. | Increase. | P. c. | 1896. | 1895. | Inc. or Dec. | P. c. |
| Jan... | 56,820,278 | 52,158,059 | 4,662,219 | 8.94 | 16,096,545 | 13,768,251 | +2,328,294 | 16.91 |
| Feb... | 48,867,309 | 44,817,879 | 4,049,430 | 9.03 | 13,253,605 | 11,233,972 | +2,019,633 | 17.97 |
| March | 55,793,735 | 54,526,323 | 1,267,412 | 2.32 | 16,608,988 | 16,799,652 | -190,664 | 1.13 |
| April. | 52,493,687 | 53,000,651 | 692,936 | 1.30 | 14,806,487 | 15,085,786 | -279,299 | 1.85 |
| May... | 53,754,704 | 53,483,703 | 271,001 | 0.51 | 14,403,625 | 15,513,496 | -1,109,871 | 7.13 |
| June. | 51,898,627 | 49,232,833 | 2,675,944 | 5.43 | 14,392,573 | 13,830,754 | +561,819 | 4.06 |

NOTE.—The number of roads included in January was 141; in February 136; in March 148; in April 136; in May 125; in June 127.

Very naturally the grain-carrying roads are very prominent for their gains in earnings, both gross and net. On the other hand, the larger anthracite coal-carrying roads are nearly all distinguished for heavy losses in earnings, this following from the policy of restriction pursued by the companies. Here is a list of all gains and losses above \$100,000 in amount, gross as well as net.

PRINCIPAL CHANGES IN GROSS EARNINGS IN 6 MONTHS.

| Increases. | | Decreases. | |
|-------------------------|-------------|---------------------------|--------------|
| Chic. Mil. & St. Paul.. | \$2,073,827 | St. Louis & San Fran.. | \$156,111 |
| Chic. & North West*.. | 1,930,133 | Col. Hoek. Val. & Tol.* | 149,774 |
| Canadian Pacific..... | 1,595,419 | Colorado Midland*.. | 142,819 |
| Pennsylvania..... | 1,490,100 | Atch. Top. & Santa Fe | 137,458 |
| Norfolk & Western..... | 1,246,772 | Georgia & Alabama... | 127,634 |
| Chic. Burl. & Quincy... | 923,233 | Mobile & Ohio..... | 126,675 |
| Erie..... | 733,301 | Buff. Roch. & Pitts... | 126,634 |
| N. Y. Central..... | 723,425 | Flint & Pere Marq.... | 123,982 |
| Minn. St. P. & S. S. M. | 587,716 | Ohio River..... | 122,992 |
| Louisv. & Nashv..... | 581,513 | Georgia..... | 122,035 |
| Illinois Central..... | 510,324 | Dul. So. Sh. & Atl.... | 120,740 |
| Chesapeake & Ohio.... | 422,806 | Elgin Joliet & East'n.. | 119,765 |
| Mich. C. and Can. So.. | 420,000 | Duluth & Iron Range.. | 119,264 |
| Northern Pacific*.... | 416,497 | Toledo & Ohio Cent... | 101,056 |
| Burl. Cedar R. & No.. | 373,651 | | |
| Southern Railway.... | 356,385 | Total (representing | |
| Lake Shore & M. So.. | 341,772 | 49 roads)..... | \$19,149,015 |
| Denver & Rio Grande. | 259,617 | | |
| Mexican National..... | 245,559 | Decreases. | |
| Chicago & Gd. Trunk* | 244,029 | Southern Pac. (6 rds.) | \$626,559 |
| Mexican Central..... | 231,876 | Phil. & Read. and C. & I. | 317,776 |
| Central of Ga*..... | 228,025 | Del. Lack. & West.... | 278,925 |
| Mexican Internat'l... | 226,445 | Clev. Cin. Chic. & St. L. | 272,169 |
| Nashv. Chat. & St. L.. | 202,762 | Houston & Tex. Cent.. | 278,004 |
| Iowa Central..... | 170,933 | New England..... | 208,169 |
| Fitchburg..... | 176,811 | Central of N. J..... | 178,879 |
| Del. & Hudson..... | 162,890 | N. Y. Chic. & St. L.... | 155,384 |
| Grand Trunk*..... | 160,402 | Manhattan Elevated.. | 145,442 |
| Union Pacific (6 rds.) | 159,378 | Western N. Y. & Penn. | 126,947 |
| Wabash..... | 156,835 | | |
| | | Total (representing | |
| | | 16 roads)..... | \$2,588,654 |

† Covers lines directly operated east and west of Pittsburg; the gross on Eastern lines increased \$746,700 and on Western lines \$743,400.
* For five months.

PRINCIPAL CHANGES IN NET EARNINGS IN 6 MONTHS.

| Increases. | | Decreases. | |
|--------------------------|-------------|---------------------------|-------------|
| Atch. Top. & San. Fe.. | \$1,134,708 | Phil. & Read. and C. & I. | \$487,709 |
| N. Y. Central..... | 770,823 | Del. Lack. & West.... | 343,900 |
| Canadian Pacific..... | 570,114 | Central of N. J..... | 329,914 |
| Minn. St. P. & S. S. M.. | 394,729 | Illinois Central..... | 273,149 |
| Erie..... | 392,527 | Houston & Tex. Cent.. | 281,404 |
| Union Pac. (6 roads).. | 319,212 | Mexican Central..... | 202,699 |
| Chic. Burl. & Quincy... | 304,066 | Northern Central..... | 177,432 |
| Norfolk & Western..... | 258,186 | New England..... | 165,391 |
| Central of Georgia*... | 244,212 | B. & O. Southwestern.. | 150,601 |
| Chic. & North Western* | 234,963 | Wisconsin Central.... | 146,006 |
| Southern Railway.... | 208,957 | Manhattan Elevated.. | 142,841 |
| Pennsylvania..... | 201,800 | Clev. Cin. Chic. & St. L. | 140,315 |
| Atlantic & Pacific.... | 190,476 | Sum. Br. & Ly. Valley.. | 132,064 |
| Burl. Ced. Rap. & No.. | 156,956 | | |
| Buff. Roch. & Pitts... | 148,423 | Total (representing | |
| Chic. Mil. & St. Paul.. | 144,872 | 14 roads)..... | \$2,973,925 |
| Delaware & Hudson... | 133,705 | | |
| Col. Hoek. Val. & Tol.* | 126,161 | | |
| Louisville & Nashv.... | 106,481 | | |
| Mexican National..... | 103,668 | | |
| Chesapeake & Ohio.... | 101,428 | | |
| | | Total (representing | |
| | | 26 roads)..... | \$6,249,474 |

† Covers lines directly operated east and west of Pittsburg; the net on Eastern lines decreased \$132,900 and on Western lines increased \$334,700.
* For five months.

When arranged in groups the anthracite group, for the reason already given, makes the least favorable showing of any, reporting a loss in both gross and net, the latter amounting to \$1,066,852, or 10.65 per cent. Several roads, however, form exceptions to the rule, notably the New York Susquehanna & Western, the New York Ontario & Western and the Delaware & Hudson leased lines. The Middle States group also shows a loss in both gross and net, but in this case the loss is small and is due mainly to the falling off on the Manhattan Elevated; results on that group, however, are decidedly irregular, the Buffalo Rochester & Pittsburg having a very heavy gain. No other group besides the two mentioned has a loss in gross, but the Mexican group and the New England have losses in net; in the Mexican group the falling off follows entirely from the decrease on the Mexican Central.

In the Northwestern group the effects of last season's excellent crops are shown in a marked way. There is not a single road that has fallen behind in the gross, and only three that have fallen behind in the net. The improvement in net for this group is \$1,277,616, or 7.71 per cent. Other groups which show large gains in net are the Southwestern, with \$811,984, or 12.04 per cent increase, the improvement following mainly from the exceptional increase on the Atchison produced by a great saving in expenses; the Pacific group with \$1,043,293 increase, or 7.27 per cent, and the Southern group with \$1,331,328 increase, or 12.08 per cent. Generally speaking, the latter group stands next after the Northwestern in the favorable nature of the exhibits, only six of the 42 roads in that group reporting a loss in gross and nine a loss in net. The following is a summary of the results by groups. At the end of this article we give a detailed statement, showing each road separately.

| SECTION OR GROUP. | Gross Earnings. | | Net Earnings. | | | P. O. |
|---------------------|-----------------|-------------|---------------|-------------|--------------|-------|
| | 1896. | 1895. | 1896. | 1895. | Inc. or Dec. | |
| Jan. 1 to June 30. | \$ | \$ | \$ | \$ | \$ | |
| New Eng'd. (7) | 11,482,568 | 11,459,464 | 2,977,648 | 3,250,164 | -272,516 | 8.33 |
| Trunk lines. (14) | 129,991,836 | 126,281,124 | 35,895,156 | 31,877,845 | +4,017,311 | 12.62 |
| Anthr. coal. (12) | 36,557,410 | 37,172,329 | 8,945,379 | 10,012,231 | -1,066,852 | 10.65 |
| Middle. (19) | 14,828,398 | 14,553,246 | 4,541,557 | 4,716,700 | -185,143 | 3.91 |
| Mid. West'n. (29) | 24,235,635 | 23,818,685 | 6,728,247 | 6,532,427 | +195,820 | 2.99 |
| Northwest'n (15) | 53,244,213 | 46,672,413 | 17,857,899 | 16,590,280 | +1,267,619 | 7.71 |
| Southwest'n (18) | 37,675,422 | 27,331,579 | 7,554,581 | 6,742,596 | +811,984 | 12.04 |
| Pacific Coast (19) | 51,560,997 | 49,809,435 | 15,388,273 | 14,344,932 | +1,043,341 | 7.27 |
| Southern. (42) | 46,182,653 | 42,097,809 | 12,347,497 | 11,018,169 | +1,329,328 | 12.08 |
| Mexican. (4) | 9,101,948 | 8,319,485 | 3,580,848 | 3,537,108 | +43,740 | 0.46 |
| Tot. (181 r'ds) | 494,429,850 | 484,502,871 | 115,747,083 | 111,610,497 | +4,136,586 | 3.71 |

MILEAGE.—The mileage for the above groups is as follows: New England, 1,922 miles against 1,922 miles in 1895; Trunk lines, 21,625 against 22,618; Anthracite coal, 3,315 against 3,312; Middle States, 2,697 against 2,697; Middle Western, 10,331 against 10,238; Northwestern, 25,061 against 25,011; Southwestern, 14,547 against 14,532; Pacific Coast, 24,690 against 24,538; Southern, 19,639 against 19,334; Mexican, 3,702 against 3,702; grand total, 128,529 against 127,934.

As to the statement for June, we have already indicated that the showing is a little better than for the months immediately preceding. This follows in part from the fact that there was one less Sunday and consequently an extra business day in the month the present year. The gain reaches \$2,675,944, or 5.43 per cent, in the gross, and \$561,819, or 4.06 per cent, in the net. The present gain follows a moderate gain last year in the same month, but a very heavy loss in the year preceding, as will appear by the following.

| Year and number of roads. | Gross Earnings. | | | Net Earnings. | | |
|---------------------------|-----------------|-----------------|-----------------------|---------------|-----------------|-----------------------|
| | Year Given. | Year Preceding. | Increase or Decrease. | Year Given. | Year Preceding. | Increase or Decrease. |
| June. | \$ | \$ | \$ | \$ | \$ | \$ |
| 1891 (128) | 50,519,690 | 48,357,290 | +2,162,400 | 15,800,359 | 14,077,553 | +1,722,806 |
| 1892 (124) | 58,540,293 | 54,215,818 | +4,324,475 | 17,515,406 | 16,765,575 | +749,831 |
| 1893 (122) | 59,469,146 | 57,765,984 | +1,713,162 | 17,774,669 | 16,738,759 | +1,035,910 |
| 1894 (119) | 48,031,344 | 53,403,530 | -10,372,186 | 11,661,158 | 16,177,899 | -4,516,741 |
| 1895 (124) | 49,305,905 | 47,370,397 | +1,935,508 | 14,290,824 | 12,789,768 | +1,501,056 |
| 1896 (127) | 51,898,527 | 49,222,583 | +2,675,944 | 14,392,573 | 13,830,754 | +561,819 |

When arranged in groups, the changes in net are comparatively slight outside of the Southwestern group, where the large gain reported by the Atchison has operated to produce an increase amounting to \$342,641, or 42.32 per cent. Nevertheless there is quite a number of gains of considerable amounts among the separate roads and also a few large losses. All the changes above \$30,000 in amount are brought together in the following.

PRINCIPAL CHANGES IN GROSS EARNINGS IN JUNE.

| Increases. | | Decreases. | |
|---------------------------|-----------|-------------------------------|-------------|
| Phil. & Read. and C. & I. | \$592,328 | Mexican National | \$42,623 |
| Chic. Mil. & St. Paul. | 341,074 | Nashv. Chat. & St. L. | 42,557 |
| Norfolk & Western | 330,316 | Chesapeake & Ohio | 41,634 |
| Chic. Burl. & Quincy | 227,737 | Georgia & Alabama | 36,714 |
| Minn. St. P. & S. Ste. M. | 172,128 | Elgin Joliet & Eastern | 33,693 |
| Erie | 167,630 | | |
| Pennsylvania | 166,600 | Total (representing 22 roads) | \$2,920,255 |
| Canadian Pacific | 154,359 | | |
| Louisville & Nashville | 101,070 | Decreases. | |
| Illinois Central | 82,632 | South'n Pacific (6 r'ds.) | \$160,276 |
| Denver & Rio Grande | 76,574 | Central of N. J. | 90,553 |
| St. Louis & San Fran. | 73,684 | Peoria & Eastern | 47,036 |
| N. Y. Ont. & Western | 62,285 | Pittsburg & Western | 34,850 |
| Atch. Top. & S. Fe. | 60,661 | | |
| Mexican International | 59,187 | Total (representing 9 roads) | \$333,045 |
| Burl. Cad. Rap. & Nor. | 54,719 | | |

↑ Covers lines directly operated east and west of Pittsburg; the gross on Eastern lines increased \$117,300 and on Western lines \$49,300.

PRINCIPAL CHANGES IN NET EARNINGS IN JUNE.

| Increases. | | Decreases. | |
|------------------------|-----------|-------------------------------|-----------|
| Atch. Top. & S. F. | \$305,260 | So. Pacific (6 r'ds.) | \$112,036 |
| Erie | 195,866 | Chic. Mil. & St. Paul. | 105,502 |
| Minn. St. P. & S. M. | 137,627 | Central of N. J. | 87,780 |
| Southern Ry. | 66,355 | Wisconsin Central | 65,157 |
| Buff. Roch. & Pitts. | 54,824 | Illinois Central | 50,303 |
| Louisville & Nashville | 49,449 | Wabash | 41,567 |
| Pittsburg & Western | 35,588 | Northern Central | 38,872 |
| Mexican International | 33,595 | Mexican Central | 30,821 |
| N. Y. Ont. & Western | 32,377 | | |
| Chic. Burl. & Quincy | 32,022 | Total (representing 13 roads) | \$532,038 |
| Atlantic & Pacific | 30,406 | | |
| Total (11 roads) | \$977,279 | | |

SUMMARY BY GROUPS.

| SECTION OR GROUP. | Gross Earnings. | | Net Earnings. | | Inc. or Dec. | P. O. |
|---------------------|-----------------|------------|---------------|------------|--------------|-------|
| | 1896. | 1895. | 1896. | 1895. | | |
| June | | | | | | |
| Trunk lines. (10) | 13,835,437 | 13,517,838 | 3,464,120 | 3,308,619 | +155,501 | 4.75 |
| Anthr. coal. (7) | 5,526,158 | 4,954,124 | 1,371,516 | 1,418,607 | -47,091 | 3.32 |
| East. & Mid. (11) | 1,485,973 | 1,525,197 | 442,119 | 430,162 | +11,957 | 2.77 |
| Mid. West'n. (23) | 3,739,441 | 3,577,429 | 932,550 | 919,709 | +12,841 | 7.93 |
| Northwest'n (11) | 6,870,596 | 6,092,195 | 2,367,178 | 2,348,291 | +18,887 | 0.80 |
| Southwest'n (13) | 4,461,338 | 4,197,421 | 1,152,319 | 809,678 | +342,641 | 42.32 |
| Pacific Coast (19) | 7,997,601 | 8,030,139 | 2,644,176 | 2,497,400 | +146,776 | 2.42 |
| Southern. (41) | 6,650,220 | 6,073,181 | 1,527,765 | 1,476,061 | +51,704 | 3.51 |
| Mexican. (3) | 1,391,916 | 1,285,096 | 530,900 | 518,937 | +11,963 | 3.28 |
| Tot. (127 r'ds) | 61,898,527 | 49,222,583 | 14,392,573 | 13,830,754 | +561,819 | 4.06 |

The following is a list of the roads included under each group in the foregoing table:

| Trunk Lines. | Middle Western (Con.) | Pacific Coast (Con.) |
|---------------------------|---------------------------|--------------------------|
| B. & O. Southwestern. | Lake Erie & West. | So. Pacific (Con.)— |
| Clev. C. & St. L. | Manistiquia. | N. Y. Tex. & Mex. |
| Peoria & Eastern. | Pitts. Ligon & Western. | Texas & New Orleans. |
| Erie. | Pittsburg & Western. | Pacific System |
| Pennsylv. East of P. & E. | Sag. Pns. & Har. | Spokane Falls & North'n. |
| West of Pitts. & Erie. | South Haven & Eastern. | Union Pacific—U. P. Ry. |
| Philadelphia & Erie. | Colorado & Ohio Central. | Ore. Sh. L. & Ucan Nor. |
| Pitts. C. & St. L. | Pol. Peoria & W. | St. Joseph & Gr. Island. |
| Pitts. Youngs. & Ash. | Northwestern. | Kansas City & Omaha. |
| Wabash. | Burl. Cedar Rap. & Nor. | Central Branch. & Co. |
| Anthracite Coal | Chic. Burl. & Quincy. | Atch'n Col. & Pac. |
| Central of New Jersey. | Chic. Mil. & St. Paul. | Southern Roads |
| N. Y. Ontario & West. | Chicago & North. Pac. | Alabama Great South'n. |
| N. Y. Susq. & West. | Des Moines & K. City. | Atlan. & West. Pac'n. |
| Phil. & Reading. | Des Moines N. & W. | Augusta Southern. |
| Chic. & Iron. | Iowa Central. | Birmingham & Atlantic. |
| Summit Branch. | Keokuk & Western. | Carolina Midland. |
| Likens Val. Coal. | Minn. & St. Louis. | Chas'n Glen. & Sutton. |
| Middle. | Minn. St. Paul & S. S. M. | Chesapeake & Ohio. |
| Adirondack. | Wisconsin Central. | Cin. N. O. & Tex. Pac. |
| Allegheny Valley. | Southwestern. | Madison & Attala Un. |
| Bangor & Aroostook. | Atch. Top. & Santa Fe. | Georgia. |
| Bach & Hammondport. | Aust. & Northwestern. | Georgia & Alabama. |
| Buff. Roch. & Pitts. | Denver & Rio Gr. | Ga. Southern & Fla. |
| Buffalo & Susquehanna. | Fl. Worth & Den. City. | Gulf & Chicago. |
| Cumberland Valley. | Houston & Texas Cent. | Kan. City Mem. & Bir. |
| Northern Central. | Kan. C. Ft. S. & Mem. | Lexington & Eastern. |
| Phil. Reading & N. E. | Rio Grande Southern. | Louisville & Nashville. |
| Stony Cl. & Cats. Mt. | St. Louis & San Fran. | Louisv. Hend. & St. L. |
| Western N. Y. & Penn. | San Ant. & Aran. Pass. | Macon & Birmingham. |
| Chicago & East Illinois. | Silverton. | Memphis & Charleston. |
| Chic. & West Mich. | Tex. Sab. Val. & N. West. | Mobile & Birmingham. |
| Cin. Jack. & Maok. | Un. Pac. Deny. & Gulf. | Nash. Chat. & St. Louis. |
| Cin. Ports. & Virginia. | Waco & Northwestern. | Norfolk & Western. |
| Clev. Canton & South'n. | Pacific Coast. | Ohio River. |
| Col. Sandusky & Hook. | Canadian Pacific. | Petersburg. |
| Det. Lans. & Nor. | Nebraska Central. | Rich. Fred. & Pot. |
| Elgin Joliet & Eastern. | Oregon Improvement. | Rich. & Petersburg. |
| Flint & Pere Marq. | Rio Grande Western. | Southern Railway. |
| Grand Rapids & Ind. | San. Fran. & North. Pac. | Western of Alabama. |
| Illinois Central. | So. Pacific. | Wrightsv. & Tennesse. |
| Iron Railway. | Gal. Har. & S. A. | Mexican Roads |
| Kanawha & Michigan. | Louis. Western. | Mexican Central. |
| Lake Erie All. & South. | Morgan's Ls. & T. | Mexican International |
| | | Mexican National. |

EARNINGS OF UNITED STATES RAILWAYS JANUARY 1 TO JUNE 30.

| New England— | Gross | | Net | |
|-----------------------|------------|------------|-----------|-----------|
| | 1896. | 1895. | 1896. | 1895. |
| Bangor & Aroostook.. | 339,276 | 261,437 | 127,929 | 110,343 |
| Bennington & Rutl'd. | 112,079 | 100,179 | 2,087 | 16,516 |
| Boston & Albany..... | 4,415,467 | 4,322,201 | 1,258,984 | 1,335,374 |
| Bos. Rev. B'n & Lynn. | 11,641 | 10,690 | 13,073 | 20,082 |
| Fitchburg..... | 3,621,898 | 3,344,997 | 825,073 | 869,442 |
| New England..... | 2,655,485 | 2,861,654 | 639,770 | 804,151 |
| Phil. R. & New Eng.. | 227,892 | 350,196 | 92,630 | 95,940 |
| Total (7 roads).... | 11,482,568 | 11,459,464 | 2,977,648 | 3,250,164 |

Table with columns: Gross, 1890, 1895, 1896, 1895, Inc. or Dec. Rows include Trunk Lines, B. & O. Southwest, Clev. Cin. Ch. & St. L., Peoria & Eastern, Erie, Grand Trunk, Chic. & Gr. Trunk, Det. Gr. H. & Milw., Lake Sh. & Mich. So., Mich. Cen. & Can. So., N. Y. Cent. & Hud. R., N. Y. Chic. & St. L., Penn. East P. & E., West Pitts. & Erie, Phila. & Erie, Pitts. C. C. & St. L., Pitts. Yu. & Ash., Wabash.

Table with columns: Anthracite Coal, Cent. of New Jersey, Delaware & Hudson, Albany & Susq., N. Y. & Canada, Renss. & Saratoga, Del. Lack. & West., N. Y. Lack. & West., Syra. Bing. & N. Y., N. Y. Ont. & Western, N. Y. Susq. & West., Phila. & Reading, Coal & Iron, Summit Branch, Lykens Valley.

Table with columns: Middle States, Addison & Pennsylv., Adirondack, Allegheny Valley, Bath & Hamon, Buff. Roch. & Pittsb'g, Buff. & Susquehanna, Cumberland Valley, Fall Brook, Lehigh & Hudson, Manhattan Elevated, Newb. Dutch. & Conn., N. Y. Phila. & Norf., Northern Central, Northern New York, Stony Isl. Rapid Trc., Staten C'v. & Cat. Mts., Syr. Geneva & Corn'g., Ulster & Delaware, West. N. Y. & Penn.

Table with columns: Middle Western, Chic. & West Mich., Cin. Jack. & Mack., Cin. Portsmouth & Va., Chic. Canton & St. L., Cleve. Lor. & Wheel'c., Col. Hock. Val. & Tol. C., Det. Lansing & North., Detroit & Mackinac, Elgin Joliet & East'n., Flint & Pere Marq., Gr. Rapids & St. L., Illinois Central, Indiana Ill. & Iowac., Iron, Kanawha & Mich., Lake Erie All. & So., Lake Erie & Western, Louis. Evans. & St. L., Louisv. N. Alb. & Chc., Maunistic, Peo. Dec. & Evansv. e., Pitts. Char. & Yough'v., Pitts. Lisbon & West., Pittsburg & West'n., Sag. Tusc. & Huron, So. Haven & Eastern, Toledo & Ohio Cent., Tol. Peoria & West'n., Wab. Ches. & West..

Table with columns: Northwestern, Burl. Ced. Rap. & No., Chic. Burl. & Quincy, Chic. Mil. & St. Paul., Chicago & No. Pacific, Chic. & North West., Des Mo. & Kan. City., Des Moines N. & M., Duluth & Iron Range, Duluth So. Sh. & Atl., Iowa Central, Keokuk & Western, Minn. St. P. & S. M., Quincy Ont. & C., Wisconsin Central.

Table with columns: Southwestern, Arkansas Midland, Atch. Top. & San. Fe., Austin & Northwest., Colorado Midland, Crystal, Denver & Rio Grande, Eureka Springs, Ft. W. & Deny. City., Ft. W. & Rio Grande, Kans. & Texas Cent., Kans. C. Ft. & Mex., Rio Grande Southern, St. Louis & San Fran., San. An. & Ar. Pass., Texas Central, Tex. Sab. V. & N. W., Un. Pac. Den. & Gulf, Waco & Northw'n.

Table with columns: Pacific Coast, Atlantic & Pacific, Canadian Pacific, Nevada Central, Nev. Cy. Nar. Gauges, Northern Pac. C., Oregon Improvement, Rio Grande Western, San Fran. & No. Pac., South. Pacific Co. (d), Gal. Har. & San Ant., Louis & Western, M'grans. La. & Tex., N. Y. Tex. & Mex.

Table with columns: 1890, 1895, 1896, 1895, Inc. or Dec. Rows include Pacific Coast (Con.), Texas & N. Or'lans, Pacific System, Spokane Falls & No., Union Pacific (6 rds.), Union Pac. Railway, Ore. Sh. L. & U. Nor., St. Jos. & G. Island, Kan. City & Omaha, Central Branch, Leased lines.

Table with columns: Southern Roads, Alabama Midland, Atlanta & West Point, Atlantic & Danville, Augusta Southern, Birmingham & Atlantic, Brunswick & West'n., Carolina Midland, Central of Georgia, Char. Clin. & Sutton, Char. & Savannah, Chesapeake & Ohio, Cin. N.O. & Tex. Pac. C., Ala. & Gt. South'n., Col. N. & Laurens, Gadsd. & Att. Union, Georgia, Georgia & Alabama, Ga. South'n. & Fla., Gulf & Chicago, Jackson. T. & K.W.C., Kan. C. Mem. & Birw., Lexington & Eastern, Louisville & Nashville, Memphis & Tenn., Macon & Birmingham, Memp. & Charleston, Mobile & Birmingham, Mobile & Ohio, Nashv. Chat. & St. L., Norfolk & Western, Northeastern of Ga. c., Ohio River, Petersburg, Rich. Fred. & Pot'mac, Richm'd. & Petersb'g., Sav. Florida & West. C., Silver Sp. Ocala & G. c., Southern Railway, Western of Alabama, W. Va. Cent. & Pittsb'g., W. Virginia & Pittsb'e., Wrightsv. & Tennesse.

Table with columns: Mexican Roads, Mexican Central, Mexican Internat'l., Mexican National, Mexican Northern.

Table with columns: Total (42 roads), 1890, 1895, 1896, 1895, Inc. or Dec.

Table with columns: Grand total (181 r'ds.), 1890, 1895, 1896, 1895, Inc. or Dec.

a This is roughly one-half of earnings for full year 1895, and on it we have based the changes for the present year.
b Not counted in footings, because included in earnings of the system under which this road appears.
c Figures and comparison for this road are for five months ended May 31, the June return not being ready yet.
d Exclusive of Austin & Northwest'n and Houston & Texas Central; including these roads the gross for the six months is \$22,214,358, against \$23,054,350, and net \$8,204,593, against \$6,000,000.
e Figures here given are for four months ended April 30, the May and June returns not being ready.

COLLECTING COUNTRY CHECKS.—Mr. F. W. Gookin, Cashier of the North Western National Bank of Chicago, has sent out a very interesting circular letter dealing with the practice among the banks of providing domestic exchange for their customers and collecting country checks free of charge. Mr. Gookin is opposed to this practice, and he adduces strong reasons why it should be changed. The purpose of the letter is to invite an interchange of views with regard to the matter from banks and bankers throughout the country. Should this result, he says, in any general consensus of opinion, further communications may follow "embodying such suggestions as may be brought forth that appear to have practical value."

Monetary & Commercial English News

[From our own correspondent.]

LONDON, SATURDAY, August 8, 1896.
The event of the week in London has been the visit of Li Hung Chang, the celebrated Chinese Viceroy. He has chosen rather a bad time to come to London, but he was prevented from coming earlier, firstly, on account of the Russian Coronation festivities at Moscow and also by reason of his numerous engagements in the other capitals of Europe. Your readers are doubtless aware that with the Goodwood race meeting at the Duke of Richmond's place in Sussex the London season comes to an end, and although Parliament is still sitting and will not be prorogued until the middle of the month, the West End streets and squares have a deserted appearance, and the great aristocratic houses are for the most part draped in brown holland. However, the Viceroy received an exceedingly good reception from the people of London on his arrival. On Monday last, which was a public holiday, he took a drive through Piccadilly and round Hyde Park for the purpose of seeing what London was like on a Bank holiday. On

Tuesday he was received in audience by the Queen at Osborne, being introduced by the Prime Minister. About the middle of the month he is expected to leave London for a tour through the provinces for the purpose of visiting the great manufacturing towns. No political importance is attached to his visit.

Serious alarm has sprung up with regard to the menacing state of affairs in Crete, where the authority of Turkey seems daily growing less. A bad impression has been made on the financial world by the only too evident fact that the Great Powers of Europe seem quite unable to agree among themselves as to the policy to be pursued towards Turkey with reference to the Cretan outrages. Turkey herself is becoming more and more embarrassed. It is reported that the pay of the troops who have recently returned from Armenia is now many months in arrears, and so outbreaks—some serious and some of no great moment—occur from time to time in different parts of the Empire. The Treasury is empty and the prospects of the talked of Turkish loan seem more gloomy than ever.

The monthly settlement upon the Paris Bourse has occupied the whole of the week and has not been concluded without considerable difficulty, although none of the serious failures which were feared at the end of last week have, fortunately, occurred. There has, however, been very heavy selling in this market upon Paris account of all the securities dealt in on the Paris Bourse, for which there is a free market here, especially South African mining securities. Inter-bourse stocks, as they are called, being very difficult to deal in in London, the selling of these has been on a very small scale. Nevertheless prices have given way in this market nearly all round.

The series of monetary panics on your side have had a very depressing effect here upon the market for American railroad securities. Ever since the nomination of Mr. Bryan for the Presidency at Chicago the market has been very depressed, and it will be very slight exaggeration to say that there is practically no account open for the rise, while even the bear account is of very moderate dimensions. Alarm is beginning to be felt in financial circles as to the effect likely to be produced upon the mind of the genuine investor scattered over different parts of the country. Should Mr. Bryan succeed in getting elected in November, it is feared that this class of investor will take fright and that good and bad securities alike will be thrown on the market for any price they will fetch.

The wheat crop, which is now very nearly gathered in throughout the south of England, has been an exceptionally good one. Although the crop is short it is white and of good quality, while the ear is reported to be exceptionally full. Barley and oat crops, which require more moisture, are expected to be very short, those which have already been gathered turning out a very inferior quality. The hay crop has been almost a complete failure on account of the prolonged drought, and grass lands nearly all over England are brown and hard, and in some cases cracked all over. There should be consequently a very good demand for all kinds of fodder for cattle through the ensuing winter. The potato crop has not turned out as satisfactorily as was at one time expected, root crops generally suffering from the drought, with the exception of swedes. Turnips are reported as small and stringy, the only root crop which appears to have escaped fairly well being mangel. According to the *Times*, this is the earliest harvest in England since 1868, and one of the earliest of the century. Sporting prospects for the ensuing autumn are excellent. There is a plentiful and good supply of grouse and wild fowl on the Scottish and Yorkshire moors, the weather having been so dry during the nesting season that the birds have grown up exceptionally large and strong, while in the Midlands and the south of England, where shooting will begin on the 1st of September, partridges are more plentiful than they have been for very many years, and the birds look plump and in excellent condition.

Considering that this has been a holiday week, that very many members of the Stock Exchange have not yet returned to business, and that a large number of the wealthier people have left London for the holidays, there has been a very good market throughout for South American securities, Argentines having been especially strong and Brazilian securities improving on the satisfactory termination of the Trinidad incident. The rise in Argentines was brought about by buying on the part of bear operators, who sold considerable blocks of

stock under the impression that the advance in prices a few weeks back had been too rapid, but the general belief now in the market is that prices will gradually but steadily improve. It is now generally felt that the Republic has completely recovered from the effects of the financial crash in November of 1890, and it is realized, moreover, that the Government is making an earnest endeavor to rehabilitate the credit of the country. First-class industrial securities, however, such as the Buenos Ayres Great Southern Railway, the Buenos Ayres Western Railway and similar undertakings, have been in special favor, although of course the advance in price for these securities has been already very great.

The news from Rhodesia that it will be some time before order is re-established in the Chartered Co.'s territory has caused considerable dissatisfaction over the fact that Sir Frederick Carrington did not accept reinforcements earlier, but the dominant factor which has caused the fall in prices this week in South African mining securities has been the heavy sales to which we refer above, upon Paris account. The prospects of the South African mining industry taken by itself are excellent, each mine giving increasingly satisfactory reports. Labor has now become more plentiful than at any time since the mines have been worked. A large number of properties have got their machinery in full working order, which at the time of the boom were not working at all. However, the most encouraging return from any particular mine fails in the present state of the market to have any effect upon the prices; still it is evident that if the returns continue equally good prices of the really first-class properties must improve.

The money market has been a trifle harder during the week, although there is little or no change in rates. Day-to-day money has been plentiful for those in first-class credit at $\frac{1}{2}$ per cent, but other borrowers, also of high credit, have had to pay as much as $\frac{3}{4}$ per cent, and even in some cases 1 per cent. The only feature of the market that would interest you has been some considerable offering of American bills during the week, which has had the effect of somewhat hardening the discount market, although the figure, even for six months' paper, is still under 1 per cent. Consequently it is evident that in the opinion of the market cheap money is assured for another half-year.

On Wednesday last the India Council offered for tender 45 lacs of rupees in drafts on India, but the market tendered for over 400 lakhs the average price obtained being 1s. 2 $\frac{1}{4}$ d. This has, however, had practically no effect upon the price of silver, which has fallen to 31s. 5-16d. per ounce.

Our foreign trade returns for July are much less encouraging than for the previous months, the falling off in the United States demand for British goods being exceedingly heavy. I may instance that the United States in July only purchased worsted tissues to the value of £174,000, as against £455,000 in July last year. The increase in our exports has, however, still been £775,000, or 3.77 per cent. Our imports have declined £714,000, or 2 per cent. For the seven months to the end of July the increase in our exports has been £13,660,000, or nearly 11 per cent, while the increase in our imports has been about £12,000,000, or 5 per cent.

The following return shows the position of the Bank of England, the Bank rate of discount, the price of consols, &c., compared with the last three years:

| | 1896, Aug. 5. | 1895, Aug. 7. | 1894, Aug. 8. | 1893, Aug. 9. |
|--|---------------------|---------------------|-------------------|---------------------|
| Circulation | 27,820,735 | 26,759,640 | 26,239,695 | 27,000,485 |
| Public deposits..... | 6,188,896 | 5,491,992 | 5,754,250 | 3,704,247 |
| Other deposits..... | 55,305,655 | 42,977,668 | 37,591,120 | 30,101,144 |
| Government securities..... | 14,953,995 | 14,795,425 | 12,667,381 | 13,104,453 |
| Other securities | 23,506,097 | 23,595,478 | 19,762,356 | 24,203,047 |
| Reserve of notes and coin.... | 30,122,412 | 28,196,414 | 28,951,023 | 14,615,074 |
| Coin & bullion, both departments | 47,143,147 | 39,006,054 | 38,391,318 | 25,232,480 |
| Prop. reserve liabilities, p. c. | 58 9-16 | 57 $\frac{1}{2}$ | 66 $\frac{1}{2}$ | 43 |
| Bank rate.....per cent | 2 | 2 | 2 | 4* |
| Consols, 2 $\frac{1}{2}$ per cent..... | 113 $\frac{1}{2}$ | 107 1-16 | 102 $\frac{1}{2}$ | 98 |
| 1 per cent..... | 31 $\frac{1}{2}$ d. | 30 $\frac{1}{2}$ d. | 28 13-16d. | 34 $\frac{1}{2}$ d. |
| Clearing-House returns..... | 161,612,000 | 121,416,000 | 94,460,000 | 102,923,000 |

* August 10. + August 8.

Messrs. Pixley & Abell write as follows under date of August 6:

Gold.—The demand for gold has somewhat increased and slightly better rates have been obtained for export to Vienna. The Bank has bought £140,000 in sovereigns and there have been no withdrawals. Arrivals: Capetown, £223,000; Bombay, £57,000; Australia, £54,000; River Plate, £53,000; West Indies, £29,000. Total, £416,000. Shipments: Bombay, £43,000; Japan, £13,500. Total, £56,500. Silver.—New York continues to be a large seller, and with lower quotations from India the London price has fallen to 31 $\frac{1}{2}$ d. There is no inclination in America at present to hold silver on the prospect of "silver legislation." Arrivals: New York, £210,000; West Indies

\$216,000. Total, \$226,000. Shipments: Bombay, \$146,000; Calcutta, \$39,000. Total, \$185,000.

Mexican Dollars.—There have been a few transactions at melting value, there being no inquiry for the coin. Arrivals from Vera Cruz, \$150,000. Shipments to the Straits, \$28,154.

The quotations for bullion are reported as follows:

| GOLD. London Standard. | | Aug. 6. | July 30. | SILVER. London Standard. | | Aug. 6. | July 30. |
|---------------------------|----|---------|----------|-----------------------------|-------------------------|---------|----------|
| s. | d. | s. | d. | d. | d. | d. | d. |
| Bar gold, fine....oz. | 77 | 9 3/4 | 77 | 9 1/2 | Bar silver, fine....oz. | 31 1/8 | 31 3/8 |
| Bar gold, parting.oz. | 77 | 10 1/4 | 77 | 10 | Bar silver, contain- | 31 1/4 | 31 3/4 |
| Spanish, old....oz. | 76 | 1 | 76 | 0 | ing 5 grs. gold....oz. | 33 1/4 | 33 3/8 |
| New.....oz. | 76 | 2 | 76 | 2 | Cake silver....oz. | 30 3/8 | 30 1/2 |
| U. S. gold coin....oz. | 76 | 4 1/2 | 76 | 4 | Mexican dollars.oz. | | |
| Germ'n gold coin.oz. | 76 | 3 3/4 | 76 | 3 3/4 | | | |
| French gold coin.oz. | 76 | 3 3/4 | 76 | 3 1/2 | | | |

The following shows the imports of cereal products into the United Kingdom during the forty-eight weeks of the season compared with previous seasons:

| IMPORTS. | | | | |
|------------------------|------------|------------|------------|------------|
| | 1895-96. | 1894-95. | 1893-94. | 1892-93. |
| Imports of wheat, cwt. | 63,994,910 | 70,825,856 | 61,346,764 | 60,969,718 |
| Barley..... | 20,756,712 | 23,767,334 | 29,462,686 | 18,173,026 |
| Oats..... | 13,186,80 | 14,061,217 | 12,770,315 | 13,203,942 |
| Peas..... | 2,348,760 | 2,157,739 | 2,161,862 | 2,042,006 |
| Beans..... | 2,965,912 | 3,965,962 | 4,982,335 | 3,694,786 |
| Indian corn..... | 39,915,070 | 24,074,404 | 34,706,953 | 30,182,520 |
| Flour..... | 18,433,540 | 18,052,330 | 17,924,863 | 19,016,898 |

Supplies available for consumption (exclusive of stocks on September 1):

| | 1895-96. | 1894-95. | 1893-94. | 1892-93. |
|--------------------------|------------|------------|------------|------------|
| Wheat imported, cwt. | 63,994,910 | 70,825,856 | 61,346,764 | 60,969,718 |
| Imports of flour..... | 18,433,540 | 18,052,330 | 17,924,863 | 19,016,898 |
| Sales of home-grown..... | 14,242,354 | 19,864,812 | 19,775,112 | 24,949,027 |

| Total..... | 96,670,804 | 103,742,998 | 99,046,739 | 104,935,643 |
|-----------------------------------|------------|-------------|------------|-------------|
| Aver. price wheat, week. 23s. 8d. | 24s. 2d. | 24s. 2d. | 24s. 8d. | 26s. 5d. |
| Average price, season. 25s. 0d. | 21s. 2d. | 25s. 6d. | 26s. 9d. | |

The following shows the quantities of wheat, flour and maize afloat to the United Kingdom:

| | This week. | Last week. | 1895. | 1894. |
|----------------------|------------|------------|-----------|-----------|
| Wheat.....qrs. | 1,423,000 | 1,478,000 | 2,970,000 | 2,611,000 |
| Flour, equal to qrs. | 227,000 | 242,000 | 118,000 | 330,000 |
| Maize..... | 910,000 | 805,000 | 761,000 | 366,000 |

English Financial Markets—Per Cable.

The daily closing quotations for securities, &c., at London are reported by cable as follows for the week ending Aug. 21:

| LONDON. | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|-----------------------------|---------|-----------|---------|-----------|----------|---------|
| Silver, per ounce....d. | 31 | 30 3/8 | 30 3/8 | 30 3/8 | 30 1/2 | 30 1/8 |
| Consols., new, 2 1/2 p.cts. | 113 1/2 | 113 3/8 | 113 1/8 | 113 1/8 | 113 3/16 | 113 1/8 |
| For account..... | 113 1/2 | 113 1/8 | 113 3/8 | 113 3/8 | 113 1/4 | 113 3/8 |
| Fr'ch rentes (in Paris) fr. | 102-80 | 02-82 1/2 | 102-80 | 02-77 1/2 | 10 1/2 | 102-65 |
| Atch. Top. & Santa Fe. | 10 3/4 | 11 1/8 | 11 1/4 | 11 | 11 | 10 7/8 |
| Canadian Pacific. | 58 1/2 | 58 3/8 | 59 3/8 | 58 3/8 | 59 1/4 | 58 3/8 |
| Chesapeake & Ohio. | 13 3/8 | 13 1/4 | 13 1/2 | 13 1/2 | 13 3/8 | 13 1/4 |
| Chic. Milw. & St. Paul. | 65 1/4 | 66 1/2 | 66 3/4 | 66 | 66 7/8 | 65 3/8 |
| Deny. & Rio Gr., pref. | 40 3/8 | 40 3/4 | 41 | 40 5/8 | 40 5/8 | 39 3/8 |
| Erie, common..... | 12 3/8 | 13 | 12 3/8 | 12 1/2 | 12 1/2 | 12 1/4 |
| 1st preferred..... | 27 3/8 | 27 1/2 | 27 1/2 | 28 | 28 1/2 | 27 1/2 |
| Illinois Central..... | 89 1/4 | 89 | 89 1/2 | 89 1/2 | 89 1/2 | 89 1/4 |
| Lake Shore..... | 144 | 144 | 144 | 145 1/4 | 145 1/2 | 145 1/2 |
| Louisville & Nashville. | 41 1/2 | 42 3/8 | 42 | 40 1/2 | 40 3/4 | 39 3/8 |
| Mexican Central, 4s. | 67 | | 66 3/4 | 67 | 66 3/4 | |
| Mo. Kan. & Tex., com. | 10 1/4 | 10 1/4 | 10 1/4 | 10 3/8 | 10 3/8 | 10 3/8 |
| N. Y. Cent'l & Hudson. | 93 3/4 | 94 1/4 | 94 1/4 | 94 1/4 | 94 3/4 | 94 1/4 |
| N. Y. Ontario & West'n. | 12 3/4 | 12 5/8 | 12 3/8 | 12 3/8 | 12 3/4 | 12 1/4 |
| Norfolk & West'n, pref. | 13 | 12 7/8 | 13 | 12 7/8 | 12 7/8 | 12 5/8 |
| Northern Pacific, pref. | 16 1/4 | 16 1/4 | 16 3/4 | 16 3/4 | 16 3/4 | 16 1/2 |
| Pennsylvania..... | 51 3/4 | 51 3/4 | 51 3/4 | 51 3/4 | 52 | |
| Phila. & Read., per sh. | 5 | 4 3/4 | 4 3/4 | 4 1/2 | 4 | 3 7/8 |
| South'n Railway, com. | 7 3/4 | 7 3/4 | 7 3/4 | 7 3/4 | 7 3/4 | 7 1/2 |
| Preferred..... | 19 5/8 | 20 | 20 1/8 | 20 1/4 | 20 1/4 | 19 5/8 |
| Union Pacific..... | 5 7/8 | 5 3/4 | 5 3/4 | 5 3/8 | 5 3/8 | 5 3/8 |
| Wabash, preferred..... | 13 1/4 | 13 3/4 | 13 3/8 | 13 3/4 | 13 3/4 | 13 3/8 |

Commercial and Miscellaneous News

IMPORTS AND EXPORTS FOR THE WEEK.—The following are the imports at New York for the week ending for dry goods Aug. 13 and for the week ending for general merchandise Aug. 14; also totals since the beginning of the first week in January.

| FOREIGN IMPORTS AT NEW YORK. | | | | |
|------------------------------|---------------|---------------|---------------|---------------|
| For week. | 1896. | 1895. | 1894. | 1893. |
| Dry goods..... | \$2,492,199 | \$3,079,793 | \$2,034,901 | \$2,457,690 |
| Gen'l mer'chise | 7,004,150 | 8,207,917 | 5,672,920 | 5,516,134 |
| Total..... | \$9,496,349 | \$11,287,710 | \$7,707,821 | \$7,973,824 |
| Since Jan. 1. | \$73,287,402 | \$92,077,949 | \$51,874,113 | \$89,344,006 |
| Dry goods..... | 215,995,246 | 229,445,171 | 217,528,870 | 294,772,982 |
| Gen'l mer'chise | | | | |
| Total 32 weeks | \$289,282,648 | \$321,523,120 | \$269,402,983 | \$384,116,988 |

The imports of dry goods for one week later will be found in our report of the dry goods trade.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending Aug. 17 and from January 1 to date:

| EXPORTS FROM NEW YORK FOR THE WEEK. | | | | |
|-------------------------------------|---------------|---------------|---------------|---------------|
| | 1896. | 1895. | 1894. | 1893. |
| For the week.. | \$7,510,488 | \$5,223,765 | \$6,313,924 | \$7,896,014 |
| Prev. reported | 227,349,810 | 201,652,431 | 222,174,663 | 218,252,858 |
| Total 32 weeks | \$234,860,298 | \$206,876,196 | \$228,488,587 | \$226,148,872 |

The following table shows the exports and imports of specie at the port of New York for the week ending Aug. 15 and since January 1, 1896, and for the corresponding periods in 1895 and 1894:

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

| Gold. | Exports. | | Imports. | |
|----------------------|-----------|---------------|----------|---------------|
| | Week. | Since Jan. 1. | Week. | Since Jan. 1. |
| Great Britain..... | \$..... | \$12,089,260 | \$..... | \$11,137,333 |
| France..... | | 8,357,541 | | 2,164,948 |
| Germany..... | | 27,002,068 | | 207,290 |
| West Indies..... | 10,500 | 610,396 | 3,808 | 4,533,998 |
| Mexico..... | | 62 | 474 | 214,878 |
| South America..... | 300 | 2,828,317 | 24,168 | 657,638 |
| All other countries. | | 40,000 | | 59,781 |
| Total 1896..... | \$10,800 | \$50,927,642 | \$28,450 | \$19,025,666 |
| Total 1895..... | 3,552,000 | 43,816,615 | 46,822 | 21,779,629 |
| Total 1894..... | 934 | 83,134,796 | 348,084 | 11,753,493 |

| Silver. | Exports. | | Imports. | |
|----------------------|-------------|---------------|-----------|---------------|
| | Week. | Since Jan. 1. | Week. | Since Jan. 1. |
| Great Britain..... | \$1,045,300 | \$28,700,637 | \$..... | 7,487 |
| France..... | | 3,029,626 | | 6,176 |
| Germany..... | | 53,360 | | 4,646 |
| West Indies..... | | 377,838 | 41,025 | 229,659 |
| Mexico..... | | | 8,811 | 617,800 |
| South America..... | | 103,278 | 178,937 | 971,263 |
| All other countries. | 545 | 1,771 | 5,800 | 54,272 |
| Total 1896..... | \$1,045,845 | \$32,296,510 | \$234,573 | \$1,891,303 |
| Total 1895..... | 805,217 | 22,971,604 | 62,380 | 1,231,911 |
| Total 1894..... | 933,019 | 22,085,279 | 64,548 | 1,136,041 |

City Railroad Securities—Brokers' Quotations.

| | Bid. | Ask. | | Bid. | Ask. |
|-----------------------------|---------|---------|----------------------------|---------|---------|
| Atlan. Ave., B'klyn— | | | D. E. B. & Baty—Stk. | 180 | 164 |
| Con. 5s, g., 1931. A & O | 104 1/2 | | 1st, gold, 5s, 1932. J & D | 112 | 115 |
| Impt. 5s, g., 1934. J & J | | 85 | Scorp | 100 | 102 |
| Bleek. St. & Pul. F.—Stk. | 28 | 31 | Eighth Avenue—Stock | 325 | 335 |
| 1st mort., 7s, 1900. J & J | 105 | 108 | Scorp, 6s, 1914 | 100 | |
| Brooklyn Rapid Transit. | 19 1/2 | 20 1/2 | 42d & Gr. St. Fer.—Stock | 310 | 320 |
| B'way & 7th Ave.—Stock | | 185 | 42d St. Man. & St. N. Av. | 56 | 60 |
| 1st mort., 5s, 1904. J & D | 102 | 104 | 1st mort. 5s, 1910. M & S | 109 | |
| 2d mort. 5s, 1914. J & J | 105 | 108 | 2d mort. income 6s. J & J | 60 | 67 |
| B'way 1st, 5s, guar. 1924 | 105 | 111 | Lex. Ave. & Pav. Ferry 6s. | 111 | 112 |
| 2d 5s, int. as rent. 1905 | 106 | 109 | Metropolitan Traction.... | 90 | 91 |
| Consol. 5s, 1943. J & D | 111 | 112 1/2 | Ninth Avenue—Stock.... | 157 | |
| Brooklyn City—Stock.... | 158 | 160 | Second Avenue—Stock.... | 150 | 160 |
| Consol. 5s, 1941. J & J | 110 | 112 | 1st mort., 5s, 1909. M & N | 107 | 108 |
| Bklyn. Crosst'n 5s, 1908 | 103 | | Debenture 5s, 1909. J & J | 101 | 103 |
| Bklyn. Q'n's Co. & Sub. 1st | 100 1/2 | | Sixth Avenue—Stock.... | 135 | 135 |
| Bklyn. O. & N'w't'n—Stk | 160 | | Third Avenue—Stock.... | 155 | 157 |
| 5s, 1939..... | 106 | 109 | 1st mort., 5s, 1937. J & J | 114 1/2 | 115 1/2 |
| Central Crosstown—Stk. | 192 | | Twenty Third St.—Stk. | 300 | 300 |
| 1st M. 5s, 1922. M & N | 115 | | Deb. 5s, 1903..... | 100 | 105 |
| Gen. Pk. N. & E. Riv.—Stk. | 155 | 162 | Union Ry—Stock..... | 98 | 103 |
| Consol. 7s, 1902. J & D | 108 | | 1st 5s, 1942..... | 98 | 102 |
| Columbus & 9th Ave. 5s. | 111 | 112 | Westchest'r, 1st, gu., 5s. | 101 | 102 |
| Christ'p'r & 10th St.—Stk. | 150 | 155 | | | |
| 1st mort., 1898. A & O | 102 | | | | |

∫ And accrued interest
x Ex-dividend.

Gas Securities—Brokers' Quotations.

| GAS COMPANIES. | Bid. | Ask. | GAS COMPANIES. | Bid. | Ask. |
|----------------------------|--------|--------|----------------------------|---------|---------|
| B'klyn Union Gas—Stock | 80 1/2 | 82 | Peoples' (Jersey City).... | 170 | 175 |
| Bonds..... | 101 | 102 | Williamsburg 1st 6s..... | 104 | |
| Central..... | 165 | | Fulton Municipal 6s..... | 105 | |
| Consumers' (Jersey City). | 78 | | Equitable..... | 180 | 190 |
| Bonds..... | 100 | | Bonds, 6s, 1899..... | 105 1/2 | 108 1/2 |
| Jersey City & Hoboken.... | 180 | | St. Paul..... | 45 | 50 |
| Metropolitan—Bonds..... | 108 | 110 | Bonds, 5s..... | 79 | 82 |
| Mutual (N. Y.)..... | 208 | 218 | Standard pref..... | 98 1/2 | 102 |
| N. Y. & East Riv. 1st 5s.. | 85 | 86 1/2 | Common..... | 70 | 74 |
| Preferred..... | 55 | 55 | Western Gas..... | 50 | 57 |
| Common..... | 25 | 29 | Bonds, 5s..... | 80 | 84 |
| Consol. 5s..... | 83 | 86 | | | |

NOTE.—This week's prices are mostly nominal.
∫ And accrued interest.

Auction Sales.—Among other securities the following, not regularly dealt in at the Board, were recently sold at auction, By Richard V. Harnett & Co.

| | | |
|--------------------------------------|--------|---|
| 8 Fulton Bulton Co. \$8 for lot | Bonds. | \$15,000 Columb. Typewriter |
| 10 Eagle Fire Co. (priv. sale) \$235 | | Mfg. Co., 1st 6s, 1913. \$10 for lot |
| By Messrs. Adrian H. Muller & Son: | | |
| | Bonds. | \$33,000 Columbia Typewriter Co. \$160 lot |

Banking and Financial.

Spencer Trask & Co.,
BANKERS,
27 & 29 PINE STREET, - NEW YORK
65 State Street, Albany.
INVESTMENT SECURITIES.

SAMUEL D. DAVIS & Co.,
BANKERS,
NO. 36 WALL ST., NEW YORK.
SAMUEL D. DAVIS. CHAS. B. VAN NOSTRAND,
GEORGE BARCLAY MOFFAT, ALEXANDER M. WHITE, JR
MOFFAT & WHITE,
BANKERS
30 PINE STREET, - NEW YORK.
INVESTMENT SECURITIES.

The Bankers' Gazette.

DIVIDENDS.

| Name of Company. | Per Cent. | When Payable. | Books closed. (Days inclusive.) |
|-----------------------------------|-----------|---------------|---------------------------------|
| Miscellaneous. | | | |
| Consolidated Gas of N Y. (quar.) | 2 | Sept. 15 | Aug. 26 to Sept 15 |
| Louisville Bridge..... | 2½ | Aug. 15 | Aug. 1 to Aug. 15 |
| National Lead, pref. (quar.)..... | 1½ | Sept 15 | Aug. 27 to Sept. 15 |
| Standard Oil (quar.)..... | 3 | Sept. 15 | to |

WALL STREET, FRIDAY, AUGUST 21, 1896-5 P. M.

The Money Market and Financial Situation.—The attention of Wall Street has been directed chiefly to the money market during this week. Saturday's bank statement was an object of careful study. It does not encourage the hope of lower rates in the near future, especially in view of the fact that shipments of currency this week to the West and South have been large and the surplus reserve further decreased. The conditions now prevailing in the money market are reflected in the unsatisfactory bids which were received on Monday for a proposed new issue of New York City bonds and in the almost stagnant market for all classes of securities.

The foreign exchange market has developed decided weakness, and on Wednesday rates declined to the gold-importing point. On that day and since \$3,450,000, it is reported, have been engaged for shipment from the other side, and the future of this movement will be watched with interest.

So far as there is any change in the political outlook it has improved. The weakness of the silver craze and Populism is becoming more apparent and evidences of a sweep victory for sound money on Nov. 3 are increasing.

Nevertheless, it must be admitted that general business is still depressed; capital is timid and activity in all departments continues suspended while awaiting the result of the election. Evidence of this is seen in the reports of railroad earnings, in the bank clearings and in the shutting-down of manufacturing establishments of various kinds.

The open market rates for call loans during the week on stock and bond collaterals have ranged from 3 to 6 per cent. To-day's rates on call were 4 to 6 per cent. Prime commercial paper is quoted at 8 per cent for the very best grade; other grades are unquotable.

The Bank of England weekly statement on Thursday showed an increase in bullion of £336,351, and the percentage of reserve to liabilities was 58·94, against 58·76 last week; the discount rate remains unchanged at 2 per cent. The Bank of France shows an increase of 3,513,000 francs in gold and 1,310,000 francs in silver.

The New York City Clearing-House banks in their statement of Aug. 15 showed a decrease in the reserve held of \$6,858,100 and a surplus over the required reserve of \$9,400,175, against \$13,815,575 the previous week.

| | 1896. Aug. 15. | Differen ^s trom Prev. week. | 1895. Aug. 17. | 1894 Aug. 18. |
|--------------------|-------------------|---|-------------------|------------------|
| Capital..... | 60,822,700 | | 62,622,700 | 61,822,700 |
| Surplus..... | 73,294,000 | | 71,542,100 | 71,276,800 |
| Loans & disc'n'ts. | 464,918,200 | Dec.3,119,400 | 511,275,200 | 486,298,800 |
| Circulation..... | 15,789,800 | Inc. 826,600 | 13,254,300 | 9,781,400 |
| Net deposits..... | 467,393,700 | Dec.9,770,800 | 577,223,300 | 584,589,000 |
| Specie..... | 46,863,000 | Inc. 317,200 | 65,639,200 | 91,023,400 |
| Legal tenders..... | 79,385,600 | Dec.7,175,300 | 119,883,500 | 123,000,500 |
| Reserve held..... | 126,248,600 | Dec.6,858,100 | 185,572,700 | 214,023,900 |
| Legal reserve..... | 116,848,425 | Dec.2,442,700 | 144,305,325 | 146,222,250 |
| Surplus reserve | 9,400,175 | Dec.4,415,400 | 41,268,375 | 67,806,650 |

Foreign Exchange.—The market for foreign exchange has been heavy during the week. On Tuesday there was a surplus of offerings, and on Wednesday various classes of bills were pressed for sale and rates declined to the lowest quotation of the year. On Thursday the market was firmer on a more limited supply of bills, but is easier to-day.

To-day's actual rates of exchange were as follows: Bankers sixty days' sterling, 4 84¼ @ 4 84½; demand, 4 85½ @ 4 85¾; cables, 4 85¾ @ 4 86.

Posted rates of leading bankers follow :

| | Aug. 21. | Sixty Days. | Demand. |
|--|---------------|-------------|---------------|
| Prime bankers' sterling bills on London..... | 4 85 @ 4 86 ½ | | 4 86½ @ 4 87½ |
| Prime commercial..... | 4 83¾ @ 4 84 | | |
| Documentary commercial..... | 4 83¼ @ 4 83½ | | |
| Paris bankers' (francs)..... | 5 19¾ @ 5 18¾ | | 5 18½ @ 5 17½ |
| Amsterdam (guilders) bankers..... | 39½ @ 40 | | 40½ @ 40¾ |
| Frankfort or Bremen (reichmarks) b'kers | 94¾ @ 94½ | | 95½ @ 95¾ |

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying 1-16 discount, selling par; Charleston, buying par, selling 1/8 premium; New Orleans, bank, \$1 50 premium; commercial, 50c. per \$1,000 discount; Chicago, 90c. per \$1,000 discount; St. Louis, 30c. @ 50c. per \$1,000 premium.

United States Bonds.—Sales of Government bonds at the Board include \$54,000 4s, coup., 1935, at 113 to 113½; \$21,000 4s, coup., 1907, at 106¼ to 106¾; \$37,000 4s, reg., 1907, at 105 to 105½; \$12,000 5s, reg., at 109, and \$1,500 4s, reg., 1935, at 113½.

The following are closing quotations:

| | Interest Periods | Aug. 15. | Aug. 17. | Aug. 18. | Aug. 19. | Aug. 20. | Aug. 21. |
|----------------------------|------------------|----------|----------|----------|----------|----------|----------|
| 2s, reg. | Q.-Moh. | * 92 | * 92 | * 91½ | * 91½ | * 91½ | * 91½ |
| 4s, 1907..... reg. | Q.-Jan. | * 105 | * 105 | * 105½ | * 105 | * 105 | * 105 |
| 4s, 1907..... coup. | Q.-Jan. | * 106½ | * 106½ | * 106½ | * 106½ | * 106½ | * 106½ |
| 4s, 1925..... reg. | Q.-Feb. | * 112¾ | * 112¾ | * 113 | * 113 | * 113 | * 113 |
| 4s, 1925..... coup. | Q.-Feb. | * 113¾ | * 113¾ | * 113½ | * 113 | * 113½ | * 113 |
| 5s, 1904..... reg. | Q.-Feb. | * 109 | * 108¾ | * 109 | * 109 | * 108¾ | * 109 |
| 5s, 1904..... coup. | Q.-Feb. | * 109 | * 108¾ | * 108¾ | * 108¾ | * 108¾ | * 108¾ |
| 6s, cur'cy, '97..... reg. | J. & J. | * 100 | * 100 | * 100 | * 100 | * 100 | * 100 |
| 6s, cur'cy, '98..... reg. | J. & J. | * 102 | * 102 | * 102 | * 102 | * 102 | * 102 |
| 6s, cur'cy, '99..... reg. | J. & J. | * 104 | * 104 | * 104 | * 104 | * 104 | * 104 |
| 4s, (Cher.) 1896..... reg. | March. | * 100 | * 100 | * 100 | * 100 | * 100 | * 100 |
| 4s, (Cher.) 1897..... reg. | March. | * 100 | * 100 | * 100 | * 100 | * 100 | * 100 |
| 4s, (Cher.) 1898..... reg. | March. | * 100 | * 100 | * 100 | * 100 | * 100 | * 100 |
| 4s, (Cher.) 1899..... reg. | March. | * 100 | * 100 | * 100 | * 100 | * 100 | * 100 |

* This is the price bid at the morning board, no sale was made.

United States Sub-Treasury.—The following table shows receipts and payments at the Sub-Treasury.

| Date. | Receipts. | Payments. | Balances. | | |
|---------|------------|------------|-------------|--------------|------------|
| | | | Coin. | Coin Cert's. | Currency. |
| Aug. 15 | 1,988,214 | 2,588,376 | 112,892,085 | 1,584,579 | 78,881,369 |
| " 17 | 2,532,546 | 2,453,619 | 112,871,414 | 1,752,520 | 78,813,025 |
| " 18 | 2,925,041 | 3,745,413 | 112,660,219 | 1,700,048 | 78,256,320 |
| " 19 | 2,219,738 | 2,153,846 | 112,549,346 | 1,679,809 | 78,443,324 |
| " 20 | 2,701,368 | 2,654,537 | 112,376,987 | 1,526,102 | 78,816,241 |
| " 21 | 2,493,322 | 2,977,986 | 112,217,852 | 1,604,762 | 78,412,032 |
| Total | 14,850,229 | 16,573,777 | | | |

Coins.—Following are current quotations in gold for coins :

| | | | |
|-----------------------|-----------------|-----------------------|---------------|
| Sovereigns..... | \$4 88 @ \$4 92 | Fine silver bars..... | — 67 @ — 68½ |
| Napoleons..... | 3 87 @ 3 93 | Five francs..... | — 90 @ — 95½ |
| X & K Reichmarks. | 4 80 @ 4 86 | Mexican dollars..... | — 52¼ @ — 53¾ |
| 25 Pesetas..... | 4 75 @ 4 80 | Do uncomm'cial..... | — 53½ @ — 54 |
| Span. Doubloons. | 15 55 @ 15 75 | Peruvian sols..... | — 47¼ @ — 49 |
| Mex. Doubloons. | 15 50 @ 15 75 | English silver..... | 4 86 @ 4 90 |
| Fine gold bars... par | @ ¼ prem. | U. S. trade dollars | — 65 @ — 75 |

State and Railroad Bonds.—Sales of State bonds at the Board are limited to \$5,000 Virginia fund. debt 2-3s of 1991 at 55 and \$1,000 Tenn. settlement 3s at 78.

There seems to be little disposition to sell railway bonds at present prices. The offerings have been limited and the market is strong, with prices tending upward. The Atchisons have been most active, and, with Chesapeake & Ohio, Erie gen. lien., Mo. Kan. & Texas, No. Pacific con. 5s, Rio Grande Western, Texas & Pacific and Southern Ry. bonds of the active list, had advanced an average of about 1 per cent, the most of which has been lost to-day. The Reading issues have declined as the next assessment period draws near. The active list includes also Burlington & Quincy, Chicago & North West, Louisville N. A. & Chic., St. Paul, Oregon Short Line, Wabash and West Shore bonds.

Railroad and Miscellaneous Stocks.—The market for stocks has been dull and relatively narrow. In the railway list activity was confined chiefly to a few stocks, including the grangers, Louisville & Nashville, Reading and Manhattan Elevated.

Burlington & Quincy has been strong, selling ex-dividend on Thursday at above the highest quotations of last week. Some of the investment shares, including Delaware & Hudson, Lackawanna and Lake Shore, advanced from 1½ to 3 per cent on limited sales. Reading was weak in anticipation of the approaching assessment and has dropped over 2 points. The Manhattan Elevated annual report announced on Monday showed a large falling off in net earnings and the stock declined rapidly to 74½.

The industrial list has been almost featureless. American Sugar has fluctuated between 103 and 106¼. Western Union declined under liberal offerings, selling at 76¾ on Wednesday and closing at 73¾. Other stocks of this list have been generally steady.

NEW YORK STOCK EXCHANGE—ACTIVE STOCKS for week ending AUG. 21, and since JAN. 1, 1896.

HIGHEST AND LOWEST PRICES.

Table with columns for dates (Saturday, Aug. 15 to Friday, Aug. 21), stock names, and price ranges. Includes sub-sections for 'Active RR. Stocks' and 'Miscellaneous Stocks'.

* These are bid and asked; no sale made. § Less than 100 shares. † Before payment of any instalment.

NEW YORK STOCK EXCHANGE PRICES (Continued)—INACTIVE STOCKS.

(† Indicates actual sales.)

Table of Inactive Stocks with columns for Bid, Ask, Range (sales) in 1896, and various stock names like Railroad Stocks and Miscellaneous Stocks.

* No price Friday; latest price this week. † Actual sales.

NEW YORK STOCK EXCHANGE PRICES.—STATE BONDS AUGUST 21.

Table of State Bonds with columns for Bid, Ask, and various bond names like Alabama-Class A, 4 to 5, and Missouri-Fund.

New York City Bank Statement for the week ending Aug. 15, 1896. We omit two ciphers (00) in all cases.

Table of New York City Bank Statement with columns for Capital, Surpl's, Loans, Specie, Legals, Deposits, and various bank names.

New York City, Boston and Philadelphia Banks:

Table of New York City, Boston and Philadelphia Banks with columns for Banks, Capital & Surplus, Loans, Specie, Legals, Deposits, etc.

* We omit two ciphers in all these figures. † Including for Boston and Philadelphia the item "due to other banks."

Miscellaneous and Unlisted Bonds:

Table of Miscellaneous and Unlisted Bonds with columns for Bonds, Bid, Ask, and various bond names like Amer. Spirits Mfg., 1st 5s.

NOTE.—"b" indicates price bid; "a" price asked. * Latest price this week.

Bank Stock List—Latest prices this week. (*Not listed.)

Table of Bank Stock List with columns for Banks, Bid, Ask, and various bank names like Amer. Exch., Bowery, Broadway, etc.

BOSTON, PHILADELPHIA AND BALTIMORE STOCK EXCHANGES.

Share Prices - not Per Centum Prices.

Main table containing Active Stocks, Inactive Stocks, and Bonds. Columns include stock names, prices for various days (Saturday to Friday), sales of the week, and range of sales in 1896 (Lowest and Highest).

Table containing Inactive Stocks and Bonds. Columns include stock names, bid and ask prices, and bond details such as issuer, date, and interest.

*Price includes overdue coupons. † Unlisted. ‡ And accrued interest.

NEW YORK STOCK EXCHANGE PRICES (Continued)—ACTIVE BONDS AUG 21 AND FOR YEAR 1896.

Main table of active bonds with columns for Railroad and Miscellaneous Bonds, Int'l Period, Closing Price, Range (sales) in 1896 (Lowest, Highest), and Railroad and Miscellaneous Bonds, Int'l Period, Closing Price, Range (sales) in 1896 (Lowest, Highest).

NOTE.—"b" indicates price bid; "a" price asked; the range is made up from actual sales only. * Latest price this week. † Trust receipts.

NEW YORK STOCK EXCHANGE PRICES—(Continued).—INACTIVE BONDS—AUGUST 21.

Table of inactive bonds with columns for Securities, Bid, Ask, and Securities, Bid, Ask, and Securities, Bid, Ask.

NEW YORK STOCK EXCHANGE PRICES.—INACTIVE BONDS—(Continued)—AUGUST 21.

| SECURITIES. | Bid. | Ask. | SECURITIES. | Bid. | Ask. | SECURITIES. | Bid. | Ask. |
|---|------|---------|--|---------|---------|---|---------|---------|
| O. Ohio—Col. & Cin. M. 1st, 4 ¹ / ₂ s. 1933 | | | Evans & Indian—1st, cons. 1926 | | | Northern Pacific | | |
| Cent. RR. & Bank—Col. g. 5s. 1937 | | 95 | Flint & P. Marquette— | | | C. d'Alene—Gen. 1st, g. 6s. 1938 | | |
| Cent. of N. J.—Conv. deb., 6s. 1905 | | 112 | Mort., 6s. 1920 | | 114 | Cent. Washington—1st, g. 6s. 1938 | | |
| Cent. Pacific—Gold bonds, 6s. 1897 | | 100 | 1st, con. gold, 5s. 1939 | | | Norfolk & South'n—1st, 5s, g. 1941 | 100 | 110 |
| Gold bonds, 6s. 1898 | | 100 | Pt. Huron Div.—1st, 5s. 1938 | | 80 | Norfolk & West.— | | |
| San Joaquin Br., 6s. 1900 | | 104 | Fla. Cen & Pen.—1st g. 5s. 1918 | | 100 | General, 6s. 1931 | | |
| Mort. gold 5s. 1933 | | | 1st con. g. 5s. 1943 | | 71 | New River 1st 6s. 1932 | | |
| Land grant, 5s, g. 1900 | | | Ft. Worth & R. G.—1st g. 5s. 1928 | | 50 | Imp. & Ext., 6s. 1934 | | |
| Ext. g. 5s, series A B C D. 1898 | | 95 | Gal. Har. & San Ant.—1st, 6s. 1910 | | | Adjustment M., 7s. 1924 | | |
| Cal. & O. Div., ext., g. 5s. 1918 | | 100 | 2d mort., 7s. 1905 | | 96 | Md. & Wash. Div.—1st, g. 5s. 1941 | | |
| West. Pacific—Bonds, 6s. 1899 | | 102 1/2 | Gal. Car. & Nor.—1st, g. 5s, g. 1929 | | | Scioto Val. & N. E.—1st, 4s, 1990 | | |
| No. Railway (Cal.)—1st, 6s. 1907 | | | Grand Rap. & Ind.—Gen. 5s. 1924 | | | Ohio & Miss.— | | |
| 50-year 5s. 1933 | | 91 | Housatonic—Cons. gold 5s. 1937 | | 123 1/2 | Consol. 7s. 1898 | 101 | |
| Ches. & O.—Par. M. fund, 6s. 1898 | | 100 | N. Haven & Derby, Cons. 5s. 1918 | | | 2d consol. 7s. 1911 | 102 | |
| Oraig Valley—1st, g. 5s. 1940 | | | Hous. & T. C.—Waco & N. 7s. 1903 | | 125 | Spring Div.—1st 7s. 1905 | | |
| Warm Spr. Val., 1st, g. 5s. 1941 | | | 1st g. 5s (int. gtd.) 1937 | | 102 | General 5s. 1932 | | |
| Ches. O. & So. West.—1st 6s, g. 1911 | | | Cons. g. 6s (int. gtd.) 1912 | | 102 | Ohio River RR.—1st, 5s. 1936 | 103 | |
| 2 1/2, 6s. 1911 | | | Debent. 6s, prin. & int. gtd. 1897 | | 80 | Gen. g. 5s. 1937 | | |
| Jh. V.—Gen. con. 1st, g. 5s. 1938 | | | Debent. 4s, prin. & int. gtd. 1897 | | 80 | Omaha & St. Louis.—1st, 4s. 1937 | 30 | |
| Chicago & Alton—S. F., 6s. 1903 | | 114 1/2 | Illinois Central—1st, g. 4s. 1951 | | 110 | Oregon & Calif.—1st, 5s, g. 1927 | 64 | |
| Louis. & Mo. River—1st, 7s. 1900 | | | 1st, gold, 3 ¹ / ₂ s. 1951 | | | Oreg. Ry & Nav.—Col. tr. g. 5s. 1919 | | |
| 2d, 7s. 1900 | | | Gold 4s. 1952 | | | Penn.—P. C. C. & St. L. Cn. g. 4 1/2s. 1940 | | |
| St. L. Jacks. & Chic.—2d, 7s. 1898 | | | 2-10 g., 4s. 1904 | | | Do do Series B. | | |
| M. Ss. R. Bridge—1st, s. f., 6s. 1912 | | | Cairo Bridge—4s. 1950 | | | P. C. & S. L.—1st, c. 7s. 1900 | | |
| Chic. Burl. & Nor.—1st, 5s. 1926 | | 101 3/4 | Springf. Div.—Coup., 6s. 1898 | | | Pitts. Ft. W. & C.—1st, 7s. 1912 | | |
| Debutent 6s. 1896 | | | Middle Div.—Reg., 5s. 1921 | | | 2d, 7s. 1912 | | |
| Chic. Burling. & Q.—5s, s. f. 1901 | | | C. St. L. & N. O.—Ten. 1, 7s. 1897 | | | 3d, 7s. 1912 | | |
| Iowa Div.—Sink fund, 5s. 1919 | | 100 | 1st, consol., 7s. 1897 | | | Ch. St. L. & P.—1st, con. 5s, g. 1932 | | |
| Sinking fund, 4s. 1919 | | 92 1/2 | Gold, 5s, coupon 1951 | | 115 | Clev. & P.—Cons., s. fd., 7s. 1900 | | |
| Plain, 4s. 1921 | | 94 | Memp. Div., 1st, g. 4s. 1951 | | | Gen. 4 1/2s, g. "A" 1942 | | |
| Chicago & Iowa Div.—5s. 1905 | | | Ced. Falls & Minn.—1st, 7s. 1907 | | | St. L. V. & T. H.—1st, 6s., 7s. 1897 | | 100 1/4 |
| Onic. & Indiana Coal—1st 5s. 1936 | | 96 | Ind. D. & Spr.—1st 7s, 1906, trust | | | 2d, 7s. 1898 | | |
| Chi. Mil. & St. P.—1st, 8s, P. D. 1898 | | 102 1/2 | rects., ex bonds | | | 2d, guar., 7s. 1898 | | |
| 2d, 7 3/10s, P. D. 1898 | | 115 | Ind. C. & W.—1st, g. 5s. 1935 | | 96 | Gd. R. & I. Ext.—1st, 4 1/2s, G. g. 1941 | | |
| 1st, 7s, g. R. D. 1902 | | 119 1/2 | Ind. Ills. & Iowa.—1st, g. 4s. 1939 | | | Peoria & Pek. Union—1st, 6s. 1921 | 105 | |
| 1st, L. & M., 7s. 1897 | | 114 | 1st, ext., g. 5s. 1943 | | | 2d mortg., 4 1/2s. 1921 | | |
| 1st, L. & D., 7s. 1899 | | 114 1/2 | Int. & G. N.—3d, 4s, g. 1921 | | 12 | Pitts. Cleve. & Tol.—1st, 6s. 1922 | | |
| 1st, C. & M., 7s. 1903 | | 119 1/2 | Kings Co.—F. E. L., 1st, 5, g. u. A. 1929 | | | Pitts. & L. Er.—2d, 5s, "A" 1928 | | |
| 1st, L. & D. Extension, 7s. 1908 | | 120 | Lake Erie & West.—2d, g. 5s. 1941 | | | Pitts. Mc. K. & Y.—1st 6s. 1932 | | |
| 1st, La. C. & Dav., 5s. 1919 | | 106 1/2 | North'n Ohio—1st, g. 5s. 1945 | | 102 | Pitts. Painsv. & F.—1st, 5s. 1916 | | |
| 1st, H. & D., 7s. 1910 | | 119 3/4 | L. S. & M. Sou.—B. & E.—New 7s. '98 | | | Pitts. Shen. & L. E.—1st, g. 5s. 1940 | | |
| 1st, H. & D., 5s. 1910 | | 102 | Det. M. & T.—1st, 7s. 1906 | | | 1st consol. 5s. 1943 | | |
| Chicago & Pacific Div., 6s. 1910 | | 110 | Lake Shore—Div. bonds, 7s. 1899 | | 109 | Pitts. & West.—M. 5s, g. 1891-1941 | 25 | |
| Mineral Point Div. 5s. 1910 | | | Kal. All. & G. R.—1st, g. 5s. 1938 | | | Pitts. Y. g. n. & A.—1st, 5s, con. 1927 | | |
| C. & L. Sup. Div., 5s. 1921 | | 100 | Mahon'g Coal RR.—1st, 5s. 1934 | | | Rio Grande Co.—1st, g. 5s. 1940 | | 66 |
| Fargo & South., 6s. Assu. 1924 | | | Lehigh V. N. Y.—1st, g. 4 1/2s. 1940 | | | St. Jos. & Gr. Is.—2d inc. 1925 | | |
| Inc. conv. sink fund, 5s. 1916 | | | Lehigh V. Term.—1st, g. 5s, g. 1941 | 106 | 107 | Kan. C. & Omaha—1st, 5s. 1927 | | |
| Dakota & Gt. South., 5s. 1916 | | 105 3/4 | Lehigh V. Y. Coal—1st 5s, g. 1933 | | | St. L. A. & T. H.—Term. 5s. 1914 | 100 | |
| Mil. & Nor. main line—6s. 1911 | | 112 | Litchf. Car. & West.—1st 6s, g. 1916 | | | Bellev. & So. Ill.—1st, 8s. 1896 | | |
| Chic. & Norw.—30-year deb. 5s. 1921 | | 104 | Little Rock & M.—1st, 5s, g. 1937 | | | Bellev. & Car.—1st, 6s. 1923 | | |
| Escanaba & L. S. 1st, 6s. 1901 | | 108 | Long Island— | | | Chi. St. L. & Pad.—1st, gd. g. 5s. 1917 | | 100 |
| Des M. & Minn.—1st, 7s. 1907 | | | 1st, 7s. 1898 | 103 | | St. Louis Co.—1st, gd. g. 4s. 1931 | | 84 |
| Iowa Midland—1st, 8s. 1900 | | | Ferry, 1st, g. 4 1/2s. 1922 | 90 | | do 2d income, 5s. 1931 | | |
| Chic. & Milwaukee—1st, 7s. 1898 | | | Gold 4s. 1932 | | | Car. & Shawt.—1st, g. 4s. 1932 | 84 | |
| Win. & St. P.—2d, 7s. 1907 | | | N. Y. & R. W. B.—1st, g. 5s. 1927 | 101 | | St. L. & S. F.—2d 6s, g. cl. A. 1906 | 109 | |
| M. U. & Mad.—1st, 6s. 1905 | | | 2d mortg., inc. 1927 | 35 | 42 1/2 | General 5s. 1931 | 90 | |
| Out. C. F. & St. P.—1st, 5s. 1909 | | | N. Y. & Man. Beach.—1st, 7s. 1897 | | | 1st, trust, gold 5s. 1937 | | |
| Northern Ill.—1st, 5s. 1910 | | | N. Y. B. & M. B.—1st, con. 5s, g. 1935 | | | Kan. City & S. 1st, 6s, g. 1916 | | |
| Mil. L. S. & W.—Con. deb., 5s. 1907 | | | Brookl'n & Montauk—1st, 6s. 1911 | | | Ft. S. & V. B. G.—1st, 6s. 1910 | 90 | |
| Mich. Div., 1st, 6s. 1924 | | 119 | 1st, 5s. 1911 | | | Kansas Midland—1st, 4s, g. 1937 | | |
| Ashland Division—1st, 4s. 1925 | | | No. Shore Br.—1st, con. 5s, g. 1932 | | | St. Paul City Ry. con. 5s, g. 1937 | | |
| Ch. R. I. & P.—D. M. & F. D. 1st, 4s. 1905 | | | Louis. Evans. & St. L.—Con. 5s. 1939 | 25 | 30 | Gold 5s, guar. 1937 | | |
| Extension, 4s. 1905 | | 67 | Louis. & Nash.—Cecil. Br. 7s. 1907 | 103 1/2 | 106 | St. Paul & Duluth—1st, 5s. 1931 | | |
| Keokuk & Des M.—1st, 5s. 1923 | | | E. H. & Nash.—1st 6s, g. 1919 | 110 | | 2d mortg. 5s. 1917 | | |
| Chic. St. P. & Minn.—1st, 6s. 1918 | | 100 | Pensacola Division, 6s. 1920 | 100 | | St. Paul Minn. & M.—1st, 7s. 1909 | 105 1/2 | |
| St. Paul & S. C.—1st, 6s. 1919 | | 122 1/2 | St. Louis Division, 1st, 6s. 1921 | | | 2d mort., 6s. 1909 | 113 | |
| Chic. & W. Ind.—1st, s. f., 6s. 1919 | | | 2d, 3s. 1930 | | | Minneapolis Union—1st 6s. 1922 | | |
| General mortgage, 6s. 1932 | | 113 | Nashv. & Decatur—1st, 7s. 1900 | 110 | | Mont. Cen.—1st, guar, 6s. 1937 | | |
| Chic. & West. Mich.—5s. 1921 | | | S. f., 6s.—S. & N. Ala. 1910 | | | 1st guar. g. 5s. 1937 | | |
| Cin. Ham. & D.—Con. s. f., 7s. 1905 | | | 50-year 5s, g. 1937 | 85 | 90 | East. Minn., 1st div. 1st 5s. 1908 | | |
| 2d, gold, 4 1/2s. 1937 | | 103 | Pens. & At.—1st, 6s, gold. 1921 | 98 | | W. Va. & Sioux F.—1st, g. 5s. 1938 | 101 | |
| Cin. D. & Ir'n—1st, g. 5s, g. 1941 | | 100 | Collat. trust, 5s, g. 1931 | | | San Fran. & N. P.—1st, s. f., 5s. 1919 | | |
| Clev. Ak. & Col.—Eq. & 2d 6s. 1930 | | | L. N. & M. & M.—1st, g. 4 1/2s. 1945 | | | Sav. Fl. & West.—1st, con. g. 6s. 1934 | 111 | 115 |
| C. C. C. & St. L.—Gen. g. 4s. 1933 | | | Nash. Flor. & S.—1st, g. 5s. 1937 | | | Southern Ala. Cen., 1st, 7s. 1913 | | |
| Cairo Division, 4s. 1939 | | | Kentucky Central, 4s, g. 1937 | 83 | | Atl. & Char.—1st, pref., 7s. 1897 | | |
| St. Lou. Div.—1st, con. 1st, 4s. 1940 | | 90 | Lou. & Jeff. Edge Co.—Gu. g. 4s. 1945 | | | Income, 6s. 1900 | | |
| Spring. & Col. Div.—1st, g. 4s. 1940 | | | Lou. N. Alb. & Ch.—Gen. m. g. 5s. 1940 | 45 | 50 | Colum. & Green.—1st, 5s. 1916 | | |
| White W. Val. Div.—1st, g. 4s. 1940 | | | Memphis & Char.—6s, gold. 1924 | 30 | | E. Tenn. V. & Ga.—Div. 5s. 1930 | | |
| Cin. Wab. & M. Div.—1st, g. 4s. 1941 | | | Mexican Cent. Consol.—4s, g. 1911 | | | Rich. & Dan.—Eq. s. f. g. 5s. 1909 | | |
| Cin. I. St. L. & C.—1st, g. 4s. 1936 | | | 1st, cons. income 3s, g. 1939 | | | Deben. 5s, stamped 1927 | | |
| Consol. 6s. 1920 | | | Mex. International—1st, 4s, g. 1942 | | | Vir'a Mid.—Serial ser. A, 6s. 1906 | | |
| Cin. San. & Cl.—Con. 1st, g. 5s. 1928 | | | Mexican National—1st, g. 6s. 1927 | | | Series B, 6s. 1911 | | |
| Indiana B. & W.—1st, pf. 7s. 1900 | | | 2d, income, 6s, "A" 1917 | | | Series C, 6s. 1916 | | |
| Ohio Ind. & W.—1st, pref. 5s. 1938 | | | 2d, income, 6s, "B" 1917 | | | Series D, 4-5s. 1921 | | |
| C. Col. Cin. & Ind.—1st, 7s, s. f. 1899 | | | Michigan Central—6s. 1909 | | | Series F, 5s. 1931 | | |
| Consol. sink fund, 7s. 1914 | | | Coupon, 5s. 1931 | | | Wash. O. & W.—1st, our. gu. 4s. 1924 | | 80 |
| Cin. & Spr.—1st, C. C. C. & I. 7s. 1901 | | | Mortgage 4s. 1940 | | | Ter. Ass'n of St. L.—1st, 4 1/2s. 1939 | | |
| Cleve. Lorain & Wh.—1st, 5s. 1933 | | 106 | Bat. C. & Strigis.—1st, 3s, g. 1939 | | | 1st, con. g. 5s. 1894-1944 | | 102 1/2 |
| Cleve & Mah. V.—Gold, 5s. 1938 | | 103 | Minn. & St. L.—1st, g. 7s. 1927 | 135 | | St. L. Mer. Br. Term., g. 5s, g. 1930 | | |
| Del. Lack. & W.—Mort. 7s. 1907 | | 120 | Towa Extension, 1st, 7s. 1909 | | | Texas & New Orleans— | | |
| Syra. Bing. & N. Y.—1st, 7s. 1906 | | | Southwest Ext.—1st, 7s. 1910 | | | 1st, 7s. 1905 | | |
| Morris & Essex—1st, 7s. 1914 | | 131 | Pacific Ext.—1st, 6s. 1921 | | | Saone Division, 1st, 6s. 1912 | | |
| Bonds, 7s. 1900 | | 135 | Mo. K. & Tex.—1st, ext., 5s, g. 1944 | | | Consol. 5s, g. 1943 | 92 | |
| 7s of 1871. 1901 | | | Mo. K. & T. of Tex. 1st, g. 5s. 1942 | | 71 | Tex. & Pac., E. D.—1st, g. 6s. 1905 | 104 | |
| 1st, con. guar., 7s. 1915 | | 130 | Kansas City & P., 1st, 4s, g. 1990 | | 64 | Third Avenue (N. Y.)—1st 5s, 1937 | 116 | |
| Warren—2d, 7s. 1910 | | 133 | Dal. & Waco—1st, 5s, g. 1940 | | 78 | T. & O. C.—Kan. & M., Mort. 4s. 1990 | | |
| D. & H. Can.—Pa. Div., coup. 7s. 1907 | | | Missouri Pacific—Trust 5s. 1917 | | 80 | Tol. P. & W.—1st 4s, inc. f. d. cou. July | | 68 |
| Albany & Susq.—1st, g. 7s. 1906 | | 138 | 1st coll., 5s, g. 1920 | 37 1/2 | | Ulster & Del.—1st, con., 6, 5s. 1928 | | 100 |
| 1st, cons., guar., 6s. 1906 | | | St. L. & I. M.—Ark. Br., 1st, 7s. 1895 | | | Union Pacific—1st, 6s. 1896 | 99 | |
| Rens. & Sar. 1st, coup., 7s. 1921 | | 117 | Mobile & Ohio—1st ext., 6s. 1927 | | | 1st, 6s. 1897 | 99 | |
| Denv. Tramway—Cons. 6s, g. 1910 | | | St. L. & Cairo—4s, guar. 1931 | | | 1st, 6s. 1899 | 100 | |
| Metropol. Ry.—1st, g. 6s. 1911 | | | Morgan's La. & T.—1st, 6s. 1920 | | | Collateral Trust, 6s. 1908 | 95 | |
| Denv. & R. G.—Imp., g. 5s. 1923 | | 83 1/2 | 1st, 7s. 1918 | | | Collateral Trust, 5s. 1907 | | </ |

Investment AND Railroad Intelligence.

RAILROAD EARNINGS.

The following table shows the gross earnings of United States railroads (and also a few Mexican and Canadian roads) for the latest period reported. The statement includes every STEAM road from which regular weekly or monthly returns can be obtained. The first two columns of figures give the gross earnings for the latest week or month, and the last two columns the earnings for the calendar year from January 1 to and including such latest week or month.

The returns of the street railways are not included in this table, but are brought together separately on a subsequent page

Table with columns: ROADS, Latest Gross Earnings (Week or Mo, 1896, 1895), Jan. 1 to Latest Date (1896, 1895). Rows include Adirondack, Ala. Gt. South, Ala. Midland, Ala. N.O. Tex. & Pac., etc.

Table with columns: ROADS, Latest Gross Earnings (Week or Mo, 1896, 1895), Jan. 1 to Latest Date (1896, 1895). Rows include Gulf & Chicago, Hoos. Tun. & W., Hous. & Tex. Cen., Humest'n & Shen., etc.

| ROADS | Latest Gross Earnings | | Jan. 1 to Latest Date. | | 1st week of August. | 1896 | 1895. | Increase. | Decrease. |
|---------------------|-----------------------|-----------|------------------------|------------|---------------------|------|-------|-----------|-----------|
| | Week or Mo | 1896. | 1895. | 1896. |  |  |  |  |  | 1895. |
| Ulster & Del. | June | | | 171,468 | | | | | |
| Union Pacific | | | | | | | | | |
| Un. Pac. R.R. | June | 1,128,094 | 1,188,052 | 6,161,070 | 6,414,013 | | | | |
| Or. S.L. & U.N. | June | 498,306 | 512,833 | 2,558,632 | 2,320,104 | | | | |
| St. Jo. & Gd. Ia. | June | 46,651 | 39,906 | 288,206 | 272,056 | | | | |
| Kan. C. & Om. | June | 6,963 | 3,922 | 45,787 | 31,659 | | | | |
| Tot. St. J. & G. I. | 3d wk July | 19,367 | 12,554 | 351,227 | 340,187 | | | | |
| Cent. Br. | 4th wk July | 31,000 | 17,000 | 402,000 | 304,239 | | | | |
| Ach. Col. & P. | June | 25,217 | 18,785 | 145,643 | 127,380 | | | | |
| Ch. C. & W. | June | 57,443 | 40,656 | 339,323 | 265,240 | | | | |
| Gen. Br. & L. D. | June | 1,848,184 | 1,856,415 | 10,023,210 | 9,863,832 | | | | |
| Gr'd total *c | June | 264,842 | 248,862 | 1,462,282 | 1,423,147 | | | | |
| U. Pac. D. & G. | June | 234,909 | 280,506 | 7,354,226 | 7,305,474 | | | | |
| Wabash | 2d wk Aug | 13,006 | 12,092 | 104, 96 | 101,420 | | | | |
| Waco & Northw. | June | 124,394 | 117,167 | 413,804 | 390,561 | | | | |
| West Jersey. | May | 97,655 | 88,658 | 472,374 | 403,327 | | | | |
| W. V. Cen. & Pitts | April | 34, 06 | 30,483 | 119,862 | 104,741 | | | | |
| West Va. & Pitts. | June | 39,710 | 38,384 | 257,246 | 233,501 | | | | |
| Western of Ala. | April | 98,737 | 92,354 | 1,298,187 | 1,248,453 | | | | |
| West. Maryland. | December | 72,200 | 71,800 | 1,698,914 | 1,873,567 | | | | |
| West. N. Y. & Pa. | 1st wk Aug | 21,751 | 25,889 | 835,191 | 775,533 | | | | |
| Wheel. & L. Erie | 2d wk Aug | 90,647 | 97,395 | 2,642,629 | 2,625,063 | | | | |
| Wisconsin Central | 2d wk Aug | 5,045 | 5,174 | 44,769 | 38,263 | | | | |
| Wrights. & Ten | June | | | | | | | | |

* Figures given do not include Oregon Ry. & Nav., Un. Pac. Denver & Gulf, Denver Leadville & Gunnison, Montana Union and Leavenworth Topeka & South western. ^a These figures include results on eased lines. ^b Includes earnings from ferries, etc., not given separately. ^c Mexican currency. ^d Includes only half of lines in which Union Pacific has a half interest. ^e Includes operations of the Chic. Burlington & Northern in both years. ^f Covers results for lines directly operated east of Pittsburg. ^g Includes results on affiliated lines.

Net Earnings Monthly to Latest Dates.—The following shows the gross and net earnings to latest dates of all STEAM railroads furnishing monthly statements. The compilation includes every road from which we can get returns of this character and in that form is given once a month. Early returns are published from week to week, as soon as issued, but for the convenience of our readers all the roads making returns are brought together here in the week in which we publish our monthly article on net earnings—say on or about the 20th of the month. Besides the roads furnishing monthly returns, we have added this time the roads which make quarterly returns.

The returns of the street railways we give by themselves under a separate head at the extreme end of these tabulations—see page 307.

| Roads. | Gross Earnings. | | Net Earnings. | |
|--|-----------------|------------|---------------|------------|
| | 1896 | 1895* | 1896. | 1895. |
| Addison & Pennsylv'a— | | | | |
| Apr. 1 to June 30 | 10,960 | 18,634 | 1,047 | 4,694 |
| Jan. 1 to June 30 | 21,034 | 33,704 | 1,376 | 5,794 |
| Adirondack..... June | 15,050 | 12,514 | def.1,249 | def.1,843 |
| Jan. 1 to June 30 | 90,029 | 93,810 | 26,697 | 31,039 |
| Alabama Gt South. a June | 112,426 | 115,999 | 13,610 | 29,970 |
| Jan. 1 to June 30 | 672,503 | 698,172 | 122,132 | 166,403 |
| July 1 to June 30 | 1,634,093 | 1,570,250 | 500,891 | 502,387 |
| Alabama Midland.... May | 45,865 | 37,531 | 3,497 | def.319 |
| Jan. 1 to May 31 | 254,460 | 193,133 | 31,861 | def.11,499 |
| July 1 to May 31 | 574,507 | 490,855 | 86,138 | 19,261 |
| Allegheny Valley.... June | 197,353 | 208,655 | 69,086 | 76,893 |
| Jan. 1 to June 30 | 1,151,056 | 1,171,180 | 386,546 | 456,077 |
| Arkansas Midland... May | 6,197 | 6,194 | def.2,338 | 2,362 |
| Jan. 1 to May 31 | 35,749 | 36,334 | def.1,160 | 15,873 |
| Atchis'n Top & S.F. b June | 2,143,774 | 2,088,113 | 476,551 | 171,291 |
| Jan. 1 to June 30 | 13,590,235 | 13,452,777 | 3,433,848 | 2,299,140 |
| July 1 to June 30 | 28,999,597 | 25,532,932 | 6,976,690 | 6,215,627 |
| Atlanta & Ch. Air-L'e. Apr | 104,462 | 118,267 | def.611 | 6,664 |
| Jan. 1 to Apr. 30 | 439,488 | 492,786 | 39,404 | 104,471 |
| Atlanta & W. Point. June | 34,745 | 30,906 | 12,536 | 10,728 |
| Jan. 1 to June 30 | 241,017 | 214,431 | 88,740 | 82,269 |
| July 1 to June 30 | 534,113 | 474,023 | 213,454 | 197,003 |
| Atlantic & Danville. June | 40,609 | 47,524 | 9,197 | 11,873 |
| Jan. 1 to June 30 | 268,254 | 263,266 | 60,087 | 54,690 |
| July 1 to June 30 | 566,757 | 538,371 | 136,136 | 102,951 |
| Atlantic & Pacific... June | 320,612 | 350,392 | 92,465 | 61,959 |
| Jan. 1 to June 30 | 1,833,497 | 1,812,539 | 383,603 | 193,127 |
| July 1 to June 30 | 3,660,076 | 3,344,118 | 549,122 | 463,793 |
| Augusta Southern... June | 4,255 | 3,126 | 616 | 439 |
| Jan. 1 to June 30 | 33,443 | 22,262 | 9,876 | 2,017 |
| Austin & Northw. . June | 22,034 | 24,039 | 7,259 | 11,040 |
| Jan. 1 to June 30 | 120,517 | 115,247 | 33,399 | 34,800 |
| Balt. Ohio & Southw. June | 510,124 | 489,019 | 163,469 | 143,657 |
| Jan. 1 to June 30 | 2,966,156 | 2,997,268 | 872,421 | 1,023,032 |
| July 1 to June 30 | 6,415,388 | 6,323,035 | 2,142,014 | 2,305,932 |
| Bangor & Aroostook. June | 50,980 | 54,547 | 16,236 | 18,920 |
| Jan. 1 to June 30 | 339,277 | 361,438 | 127,622 | 110,343 |
| Bath & Hammonds . June | 1,433 | 1,691 | def.779 | def.6 |
| Jan. 1 to June 30 | 10,391 | 10,758 | 1,175 | 3,315 |
| Bennington & Rutland— | | | | |
| Apr. 1 to June 30 | 60,319 | 54,344 | 15,395 | 14,014 |
| Jan. 1 to June 30 | 112,079 | 100,179 | 22,087 | 16,816 |
| Birm. & Atlantic. b. June | 1,515 | 1,449 | def.285 | def.356 |
| Jan. 1 to June 30 | 10,403 | 8,103 | def.1,617 | def.2,474 |
| July 1 to June 30 | 25,409 | 18,223 | 813 | def.3,906 |
| Boston & Albany. b— | | | | |
| Apr. 1 to June 30 | 2,340,882 | 2,238,315 | 471,457 | 523,737 |
| Jan. 1 to June 30 | 4,413,467 | 4,328,201 | 1,258,986 | 1,335,374 |
| Bost. Rev. B. & Lynn— | | | | |
| Apr. 1 to June 30 | 63,801 | 64,590 | 10,490 | 15,430 |
| Jan. 1 to June 30 | 111,641 | 109,800 | 13,073 | 20,982 |
| Brooklyn Elevated—See Street Railways. | | | | |
| Brunswick & West... May | 52,748 | 39,651 | 18,265 | 5,197 |
| Jan. 1 to May 31 | 239,775 | 203,248 | 68,683 | 31,147 |
| Suff. Roch. & Pitts. b. June | 285,959 | 261,934 | 96,888 | 38,064 |
| Jan. 1 to June 30 | 1,542,751 | 1,416,117 | 480,126 | 331,703 |
| July 1 to June 30 | 3,179,776 | 3,066,441 | 979,059 | 894,011 |
| Buffalo & Susqueh'a. June | 39,732 | 36,385 | 17,505 | 18,117 |
| Jan. 1 to June 30 | 233,506 | 173,978 | 90,983 | 65,166 |
| July 1 to June 30 | 487,844 | 353,832 | 217,746 | 140,355 |
| Burl. Ced. R. & No. a. June | 351,857 | 297,138 | 87,118 | 85,406 |
| Jan. 1 to June 30 | 2,112,684 | 1,739,033 | 664,199 | 507,243 |
| Camden & Atl. a. April | 72,118 | 66,526 | 14,348 | 17,037 |
| Jan. 1 to Apr. 30 | 204,355 | 194,089 | 927 | 25,943 |
| Canadian Pacific. a. June | 1,667,221 | 1,512,862 | 624,004 | 596,900 |
| Jan. 1 to June 30 | 9,151,652 | 7,556,233 | 3,108,937 | 2,538,823 |
| Carolina Midland... June | 2,936 | 2,003 | def.28 | def.748 |
| Jan. 1 to June 30 | 22,354 | 15,892 | 4,158 | def.483 |
| July 1 to June 30 | 57,661 | 51,479 | 20,010 | 15,459 |
| Cent. of Georgia a. May | 316,637 | 342,618 | 40,845 | 52,915 |
| Jan. 1 to May 31 | 2,065,223 | 1,837,203 | 615,738 | 371,528 |
| July 1 to May 31 | 5,002,563 | 4,669,811 | 1,741,725 | 1,515,370 |
| Central of N. J. a. June | 1,041,237 | 1,132,090 | 386,894 | 474,674 |
| Jan. 1 to June 30 | 5,742,593 | 5,921,472 | 1,850,783 | 2,180,697 |
| Central Pacific. b. June | 1,051,765 | 1,099,976 | 407,931 | 420,619 |
| Jan. 1 to June 30 | 5,620,962 | 5,369,694 | 1,838,547 | 1,937,610 |
| Central Penn. & West.— | | | | |
| Jan. 1 to June 30 | 10,461 | | 1 | |
| Char. Clen. & Satton. June | 4,635 | 4,390 | 1,635 | 2,795 |
| Jan. 1 to June 30 | 28,013 | 20,073 | 13,283 | 11,264 |
| Char. & Savannah... May | 50,885 | 51,822 | 11,806 | 13,940 |
| Jan. 1 to May 31 | 273,913 | 245,075 | 77,654 | 59,276 |
| July 1 to May 31 | 493,483 | 499,235 | 93,849 | 99,586 |

Latest Gross Earnings by Weeks.—The latest weekly earnings in the foregoing are separately summed up as follows: For the second week of August our preliminary statement covers 53 roads, and shows 2.66 per cent loss in the aggregate over the same week last year.

| 2d week of August | 1896. | 1895. | Increase. | Decrease. |
|----------------------------|---------|---------|-----------|-----------|
| Alabama Gt. Southern... | 26,097 | 30,490 | 4,393 | |
| Ann Arbor..... | 21,757 | 24,096 | 2,339 | |
| Atlantic & Danville..... | 8,418 | 10,425 | 2,007 | |
| Balt. & Ohio Southwest. | 118,008 | 126,266 | 8,258 | |
| Buffalo Roch. & Pittsbg'g. | 66,307 | 62,100 | 4,207 | |
| Burl. Ced. Rap. & North. | 71,512 | 81,786 | 10,274 | |
| Canadian Pacific..... | 447,000 | 385,000 | 62,000 | |
| Chesapeake & Ohio..... | 178,784 | 199,403 | 20,619 | |
| Chicago & East. Illinois | 67, 08 | 73,362 | 6,354 | |
| Chicago Great Western. | 83,114 | 83,953 | 869 | |
| Chicago Milw. & St. Paul. | 584,231 | 528,341 | 5,890 | |
| Chic. Peoria & St. Louis. | 19,488 | 22,307 | 2,819 | |
| Chicago & West Michigan | 33,695 | 35,868 | 2,173 | |
| Cin. Jack & Mack..... | 14,943 | 13,990 | 853 | |
| Cleve. Cin. Chic. & St. L. | 234,818 | 298,224 | 63,406 | |
| Clev. Lorain & Wheel'g. | 22,998 | 33,178 | 10,175 | |
| Col. Sandusky & Hook'g. | 19,441 | 22,137 | 2,696 | |
| Denver & Rio Grande.... | 135,100 | 138,500 | 3,400 | |
| Detroit Lans'g. & North'n | 22,460 | 26,145 | 3,685 | |
| Evansv. & Indianapolis.... | 6,984 | 7,104 | 120 | |
| Evansv. & Terre Haute.... | 20,596 | 23,906 | 3,310 | |
| Flint & Pere Marquette.... | 43,487 | 47,406 | 3,919 | |
| Grand Rapids & Indiana | 39,980 | 50,975 | 10,995 | |
| Cin. Rich. & Ft. Wayne | 7,642 | 9,600 | 1,958 | |
| Traverse City..... | 881 | 1,083 | 202 | |
| Mus. Gr. Rapids & Ind. | 2,264 | 2,536 | 272 | |
| Grand Trunk of Canada. | 371,028 | 352,942 | 18,086 | |
| Intern'l & Gt. North'n... | 51,626 | 46,739 | 4,887 | |
| Iowa Central..... | 31,630 | 32,862 | 1,232 | |
| Kanawha & Michigan..... | 7,769 | 7,797 | 28 | |
| Kan. City Pittsbg. & Gulf. | 18,698 | 10,662 | 8,036 | |
| Kan. City Sub. Belt..... | 7,820 | 7,781 | 39 | |
| Lake Erie & Western..... | 61,318 | 71,292 | 9,974 | |
| Louisv. Evansv. & St. L. | 32,673 | 32,382 | 291 | |
| Louisville & Nashville.... | 356,650 | 371,405 | 14,755 | |
| Louisville N. A. & Chic. | 51,736 | 67,500 | 15,764 | |
| Mexican Central..... | 171,682 | 170,802 | 880 | |
| Mexican National..... | 96,063 | 81,545 | 14,518 | |
| Minneapolis & St. Louis. | 36,096 | 41,097 | 5,001 | |
| Minn. St. P. & S. Ste. M. | 61,588 | 43,829 | 17,759 | |
| Mo. Kansas & Texas.... | 203,816 | 182,654 | 21,162 | |
| Mo. Pacific & Iro 1 Mt.... | 419,000 | 405,000 | 14,000 | |
| Central Branch..... | 14,000 | 12,000 | 2,000 | |
| New York Ont. & West'n. | 91,929 | 78,606 | 13,323 | |
| Norfolk & Western..... | 184,819 | 187,953 | 3,134 | |
| Ohio River..... | 20,546 | 20,775 | 229 | |
| Peoria Dec. & Evansv.... | 17,743 | 18,392 | 649 | |
| Pittsb. Shen. & L. Erie.. | 15,798 | 14,021 | 1,777 | |
| Pittsburg & Western.... | 54,440 | 68,470 | 14,036 | |
| Rio Grande Southern.... | 9,950 | 9,225 | 725 | |
| Rio Grande Western.... | 49,800 | 49, | | |

| Roads. | Gross Earnings. | | Net Earnings. | | Roads. | Gross Earnings. | | Net Earnings. | |
|---------------------------|-----------------|------------|---------------|------------|---------------------------|-----------------|------------|---------------|-------------|
| | 1896. | 1895. | 1896. | 1895. | | 1896. | 1895. | 1896. | 1895. |
| Ches. & Ohio. a | 820,145 | 778,511 | 271,269 | 275,160 | Ga. South. & Fla. b. | 67,354 | 65,894 | 115 | 24,283 |
| Jan. 1 to June 30 | 5,016,682 | 4,593,556 | 1,531,957 | 1,430,529 | Jan. 1 to June 30 | 425,242 | 386,509 | 72,675 | 94,680 |
| July 1 to June 30 | 10,221,131 | 9,596,030 | 3,257,979 | 3,131,503 | July 1 to June 30 | 869,116 | 843,559 | 258,903 | 228,596 |
| Ches. O. & So'w'n. | 168,187 | 194,116 | 37,881 | 62,159 | Gd. Rapids & Ind. | 210,921 | 208,770 | 39,443 | 32,959 |
| Chio. Burl. & Quin. b. | 2,724,578 | 2,496,841 | 807,221 | 775,199 | Jan. 1 to June 30 | 1,232,433 | 1,264,601 | 238,912 | 263,176 |
| Jan. 1 to June 30 | 15,592,118 | 14,668,885 | 4,997,000 | 4,693,014 | Gr. Trunk of Can. | 1,459,177 | 1,445,458 | 493,343 | 492,524 |
| Chio. & East Illinois. | 277,285 | 283,533 | 115,449 | 88,780 | Jan. 1 to May 31 | 6,806,397 | 6,646,355 | 1,676,456 | 1,630,558 |
| July 1 to June 30 | 4,014,623 | 3,667,369 | 1,766,362 | 1,333,054 | Chio. & Gr'd Tr. | 264,728 | 243,286 | 46,529 | 24,547 |
| Chio. M. & St. P. a. | 2,604,939 | 2,263,865 | 1,012,885 | 1,118,387 | Jan. 1 to May 31 | 1,348,464 | 1,104,435 | 124,321 | 60,312 |
| Jan. 1 to June 30 | 14,814,105 | 12,540,278 | 5,102,425 | 4,957,553 | Det. Gr. H. & Mil. | 70,322 | 79,929 | 6,176 | 8,234 |
| July 1 to June 30 | 32,681,828 | 27,335,369 | 13,005,020 | 10,291,616 | Jan. 1 to June 31 | 356,054 | 370,346 | 15,179 | 26,334 |
| Chicago & Nor. Pac. | 67,601 | 67,768 | 49,390 | 46,487 | Gulf & Chicago. b. | 2,151 | 3,130 | def. 835 | 158 |
| Jan. 1 to June 30 | 400,171 | 377,018 | 275,043 | 252,797 | Jan. 1 to June 30 | 18,537 | 20,332 | 1,791 | 573 |
| Chio. & North Western | 12,520,904 | 10,590,771 | 4,046,270 | 3,811,307 | Hoosac Tun. & Wilm. | 5,341 | 4,545 | 702 | 876 |
| Jan. 1 to May 31 | 127,981 | 130,208 | 12,305 | 9,030 | Houst. & Tex. Cent. | 184,880 | 212,026 | 20,365 | 42,115 |
| Chio. & West Mich. | 734,917 | 788,805 | 101,072 | 106,725 | Jan. 1 to June 30 | 1,309,762 | 1,587,766 | 170,584 | 451,988 |
| Jan. 1 to June 30 | 58,820 | 47,038 | 8,036 | 4,334 | Illinois Central a. | 1,591,559 | 1,508,927 | 380,748 | 431,051 |
| Jan. 1 to June 30 | 339,394 | 279,414 | 36,300 | 25,124 | Jan. 1 to June 30 | 9,739,312 | 9,223,988 | 2,647,756 | 2,920,905 |
| Jan. 1 to June 30 | 278,732 | 296,699 | 71,438 | 94,033 | July 1 to June 30 | 21,001,524 | 19,056,994 | 6,702,976 | 5,788,484 |
| Jan. 1 to June 30 | 1,650,383 | 1,632,419 | 404,876 | 439,192 | Ind. Dec. & West. b. | 36,709 | 34,716 | 13,476 | 12,309 |
| Jan. 1 to June 30 | 21,403 | 21,423 | 2,538 | 4,990 | Jan. 1 to Mar. 31 | 116,851 | 103,413 | 46,311 | 37,453 |
| Jan. 1 to June 30 | 130,842 | 120,307 | 13,597 | 15,330 | Indiana Ill. & Iowa | 56,902 | 56,940 | 19,736 | 14,434 |
| July 1 to June 30 | 289,164 | 256,693 | 43,881 | 45,600 | Jan. 1 to May 31 | 349,101 | 330,106 | 112,838 | 96,321 |
| Cleve. Canton & So. | 64,475 | 58,821 | 13,750 | 14,885 | July 1 to May 31 | 733,270 | 687,291 | 223,337 | 163,162 |
| Jan. 1 to June 30 | 327,429 | 297,860 | 67,038 | 53,156 | Iowa Central. b. | 133,345 | 122,843 | 42,989 | 39,625 |
| July 1 to June 30 | 706,814 | 673,822 | 160,701 | 121,444 | Jan. 1 to June 30 | 903,433 | 732,500 | 319,346 | 240,150 |
| Clev. Cin. C. & St. L. a. | 1,170,932 | 1,181,743 | 248,294 | 280,396 | Jan. 1 to June 30 | 1,850,635 | 1,583,905 | 691,183 | 537,270 |
| Jan. 1 to June 30 | 6,322,039 | 6,594,208 | 1,453,520 | 1,594,335 | Iron Railway. b. | 3,321 | 3,767 | 1,280 | 433 |
| July 1 to June 30 | 13,704,535 | 13,625,028 | 3,410,832 | 3,370,960 | Jan. 1 to June 30 | 24,324 | 25,297 | 3,017 | 4,334 |
| Peoria & East'n. a. | 151,190 | 198,256 | 32,397 | 50,755 | July 1 to June 30 | 48,470 | 49,331 | 3,858 | 11,140 |
| Jan. 1 to June 30 | 870,163 | 939,003 | 198,977 | 242,279 | Jack. Tam. & K. W. | 27,034 | 26,584 | 6,067 | def. 1,134 |
| July 1 to June 30 | 1,902,328 | 1,811,740 | 457,900 | 463,933 | Jan. 1 to May 31 | 146,516 | 219,466 | 13,992 | 33,109 |
| Clev. Lor. & Wheel. | 134,214 | 107,724 | 43,342 | 32,703 | Kanawha & Mich. b. | 34,593 | 37,544 | 7,000 | 8,164 |
| Jan. 1 to May 31 | 541,834 | 464,303 | 149,204 | 122,279 | Jan. 1 to June 30 | 230,021 | 212,442 | 54,681 | 48,896 |
| July 1 to May 31 | 1,438,167 | 1,246,555 | 431,239 | 394,257 | July 1 to June 30 | 472,969 | 423,156 | 116,129 | 109,839 |
| Colorado Midland. | 179,320 | 149,483 | 61,526 | 64,500 | Kan. C. Ft. S. & M. a. | 335,528 | 332,772 | 112,862 | 103,878 |
| Jan. 1 to May 31 | 791,282 | 648,463 | 234,017 | 220,025 | Jan. 1 to June 30 | 2,138,583 | 2,128,142 | 654,793 | 645,408 |
| Columb. Newb. & Laur. | 97,485 | 70,761 | 19,524 | 5,302 | July 1 to June 30 | 4,538,679 | 4,542,162 | 1,413,733 | 1,409,996 |
| Jan. 1 to June 30 | 183,163 | 125,837 | 63,283 | 13,037 | Kan. C. Mem. & B. a. | 77,436 | 75,530 | 642 | def. 10,729 |
| Jan. 1 to May 31 | 1,025,598 | 875,824 | 407,017 | 280,349 | Jan. 1 to June 30 | 538,294 | 478,604 | 83,930 | 46,197 |
| Col. San. & Hock. | 75,519 | 53,615 | 12,009 | def. 4,086 | July 1 to June 30 | 1,189,651 | 1,035,605 | 223,761 | 163,027 |
| Jan. 1 to June 30 | 370,073 | 338,260 | 51,160 | 51,160 | Keokuk & West'n. b. | 30,620 | 27,843 | 10,908 | 6,635 |
| July 1 to June 30 | 915,070 | ..... | 215,364 | ..... | Jan. 1 to June 30 | 200,917 | 157,235 | 80,298 | 37,427 |
| Crystal. | 1,055 | 319 | 437 | def. 123 | L. Erie All. & So. a. | 3,788 | 5,295 | def. 414 | def. 1,682 |
| Jan. 1 to June 30 | 8,714 | 3,084 | 47 | 155 | Jan. 1 to June 30 | 30,540 | 38,198 | 1,497 | 1,165 |
| Cumberland Valley. | 78,431 | 75,761 | 27,111 | 30,635 | Lake Erie & West. b. | 290,978 | 268,527 | 119,933 | 106,451 |
| Jan. 1 to June 30 | 390,598 | 370,374 | 110,531 | 93,982 | Jan. 1 to June 30 | 1,699,436 | 1,675,532 | 718,454 | 708,285 |
| Delaware & Hudson | 554,343 | 555,685 | 165,024 | 135,748 | Lake Shore | 10,005,765 | 9,663,993 | 3,193,986 | 3,231,716 |
| Jan. 1 to June 30 | 1,021,445 | 1,006,286 | 259,760 | 229,537 | Lehigh & Hudson. b. | 91,754 | 105,874 | 43,658 | 46,539 |
| N. Y. & Canada | 220,223 | 217,830 | 54,232 | 43,290 | Apr. 1 to June 30 | 176,618 | 198,636 | 75,515 | 84,260 |
| Jan. 1 to June 30 | 407,521 | 403,479 | 97,507 | 88,705 | Jan. 1 to June 30 | 19,655 | 19,260 | 1,998 | 8,342 |
| Albany & Susq. | 990,594 | 935,448 | 307,337 | 292,696 | Lexington & East'n. | 107,164 | 97,268 | 33,189 | 34,961 |
| Apr. 1 to June 30 | 1,966,206 | 1,822,517 | 730,219 | 635,539 | Jan. 1 to June 30 | 13,283 | 113,774 | 35,505 | 20,674 |
| Del. Lack. & Western | 1,931,063 | 1,993,241 | 952,165 | 1,075,934 | Jan. 1 to Apr. 30 | 491,643 | 432,162 | 112,668 | 78,411 |
| Jan. 1 to June 30 | 3,415,164 | 3,660,410 | 1,537,894 | 1,833,259 | Louisv. & Nash. b. | 1,648,387 | 1,547,317 | 478,512 | 429,093 |
| Syrac. Bing. & N. Y. | 231,366 | 253,887 | 101,945 | 136,290 | Jan. 1 to June 30 | 9,670,629 | 9,083,116 | 3,001,064 | 2,891,533 |
| Jan. 1 to June 30 | 394,629 | 428,305 | 143,095 | 186,630 | July 1 to June 30 | 20,390,711 | 19,275,994 | 6,835,505 | 6,998,221 |
| Den. & R. Grande. b. | 656,147 | 579,573 | 277,308 | 258,400 | Louisv. N. A. & C. a. | 260,812 | 255,523 | 78,170 | 87,798 |
| Jan. 1 to June 30 | 3,468,918 | 3,209,301 | 1,365,482 | 1,322,481 | Jan. 1 to May 31 | 1,258,784 | 1,190,428 | 352,501 | 318,373 |
| July 1 to June 30 | 7,551,187 | 6,916,841 | 3,202,406 | 2,925,629 | July 1 to May 31 | 3,008,789 | 2,784,434 | 1,004,778 | 867,958 |
| Des Moines & K. C. | 9,909 | 6,253 | 1,984 | 571 | Louisv. St. L. & Tex. | 33,963 | 32,620 | 15,244 | 5,500 |
| Jan. 1 to June 30 | 56,365 | 40,665 | 17,207 | 4,589 | Jan. 1 to June 30 | 220,425 | 190,157 | 46,230 | 28,021 |
| Des Moines No. & W. | 33,558 | 27,872 | 8,594 | 5,437 | Macon & Birm'g. | 3,840 | 5,168 | def. 1,727 | def. 231 |
| Jan. 1 to June 30 | 213,904 | 150,236 | 70,503 | 41,179 | Jan. 1 to June 30 | 28,131 | 35,444 | def. 4,258 | 2,840 |
| Det. Lana. & Nor. a. | 94,938 | 92,236 | 7,763 | 18,045 | July 1 to June 30 | 64,723 | 78,305 | def. 5,713 | 12,436 |
| Jan. 1 to June 30 | 524,159 | 547,920 | 69,258 | 101,918 | Manhattan Elevated | 2,321,813 | 2,403,987 | 935,898 | 1,004,441 |
| Detroit & Mack'c. a. | 43,853 | 49,334 | 11,864 | 25,459 | Jan. 1 to June 30 | 4,684,624 | 4,830,466 | 1,830,997 | 2,023,838 |
| Jan. 1 to May 31 | 219,795 | 142,638 | 79,215 | 68,715 | Manistique. | 13,168 | 12,641 | 8,516 | 6,725 |
| July 1 to May 31 | 395,967 | 243,474 | 127,736 | 104,798 | Jan. 1 to June 30 | 68,105 | 67,797 | 34,755 | 37,073 |
| Duluth & Iron Range | 857,976 | 738,532 | 274,061 | 321,211 | Memphis & Chas'n. | 91,893 | 86,995 | 13,044 | 11,765 |
| Jan. 1 to June 30 | 589,587 | 506,177 | 228,113 | 215,675 | Jan. 1 to June 30 | 596,085 | 514,483 | 76,019 | def. 1,042 |
| Jan. 1 to June 30 | 1,019,883 | 899,143 | 377,517 | 338,120 | July 1 to June 30 | 1,348,588 | 1,202,237 | 298,283 | 172,548 |
| Elgin Joliet & E. a. | 115,184 | 81,491 | 39,114 | 20,596 | Mexican Central. | 736,901 | 731,861 | 254,588 | 285,407 |
| Jan. 1 to June 30 | 658,979 | 539,214 | 226,785 | 187,422 | Jan. 1 to June 30 | 4,835,787 | 4,603,911 | 1,714,375 | 1,917,074 |
| July 1 to June 30 | 1,292,418 | 1,080,683 | 445,113 | 349,933 | Mex. International. | 272,249 | 213,062 | 118,747 | 85,242 |
| Erie | 2,618,091 | 2,450,411 | 740,168 | 544,302 | Jan. 1 to June 30 | 1,519,096 | 1,292,651 | 567,197 | 526,458 |
| Jan. 1 to June 30 | 14,498,647 | 13,765,348 | 3,533,710 | 3,141,183 | Mexican National. | 382,766 | 340,143 | e157,467 | e143,288 |
| Dec. 1 to June 30 | 17,017,374 | 15,998,706 | 4,139,952 | 3,643,035 | Jan. 1 to June 30 | 2,399,386 | 2,153,827 | e1,055,019 | e951,351 |
| Eureka Springs. | 5,007 | 5,439 | 1,521 | 1,352 | Mexican Northern. | 60,949 | 61,970 | 35,710 | 31,891 |
| Jan. 1 to May 31 | 24,494 | 24,794 | 11,846 | 10,637 | Jan. 1 to May 31 | 347,679 | 269,096 | 184,257 | 142,220 |
| Fall Brook | 176,880 | 164,329 | 52,404 | 60,524 | Mich. Cent. & Can. So. | 6,620,000 | 6,200,000 | 1,716,000 | 1,730,000 |
| Jan. 1 to June 30 | 311,247 | 304,265 | 82,880 | 105,487 | Jan. 1 to June 30 | 159,586 | 153,504 | 65,724 | 62,629 |
| Fitchburg. b. | 1,845,788 | 1,764,890 | 456,243 | 486,132 | Jan. 1 to June 30 | 897,275 | 833,550 | 314,343 | 325,622 |
| Jan. 1 to June 30 | 3,521,808 | 3,344,997 | 825,073 | 869,442 | July 1 to June 30 | 2,028,297 | 1,827,597 | 824,746 | 780,823 |
| Flint & Pere Marq. a. | 210,263 | 198,268 | 51,845 | 49,866 | Minn. St. P. & S. Ste. M. | 351,419 | 179,291 | 169,824 | 32,197 |
| Jan. 1 to June 30 | 1,337,427 | 1,213,445 | 325,601 | 292,841 | Jan. 1 to June 30 | 1,692,909 | 1,095,193 | 641,711 | 246,982 |
| Fla. Cent. & Penin. | | | | | | | | | |

| Roads. | Gross Earnings. | | Net Earnings. | | Roads. | Gross Earnings. | | Net Earnings. | |
|-----------------------------|-----------------|--------------|---------------|-------------|-----------------------------|-----------------|------------|---------------|-------------|
| | 1896. | 1895. | 1896. | 1895. | | 1896. | 1895. | 1896. | 1895. |
| N. Y. Chic. & St. L. b— | | | | | So. Pacific (Cont.)— | | | | |
| Apr. 1 to June 30.... | 1,311,022 | 1,414,551 | 243,900 | 245,740 | Total of all.... b. June | 3,564,933 | 3,725,209 | 1,001,805 | 1,113,841 |
| Jan. 1 to June 30.... | 2,765,514 | 2,920,898 | 442,780 | 527,587 | Jan. 1 to June 30.... | 22,214,358 | 23,084,350 | 6,264,593 | 6,609,980 |
| N. Y. Ont. & West. a. June | 363,377 | 301,092 | 117,640 | 85,263 | So. Pac. of Cal. b. June | 731,270 | 803,084 | 202,135 | 285,589 |
| Jan. 1 to June 30.... | 1,732,103 | 1,673,956 | 423,733 | 408,413 | Jan. 1 to June 30.... | 4,807,788 | 4,773,654 | 1,549,188 | 1,611,898 |
| July 1 to June 30.... | 3,779,335 | 3,689,113 | 1,080,777 | 1,028,701 | So Pac. of Ariz. a. b. June | 160,710 | 154,594 | 27,011 | 36,173 |
| N. Y. Phil. & Norfolk— | | | | | Jan. 1 to June 30.... | 1,168,143 | 1,126,244 | 326,004 | 325,591 |
| Jan. 1 to June 30.... | 477,909 | 449,190 | 102,125 | 101,446 | So. Pac. of N. M. b. June | 87,152 | 77,652 | 29,672 | 22,902 |
| N. Y. Sus. & West. b. June | 182,009 | 180,307 | 77,619 | 65,068 | Jan. 1 to June 30.... | 588,282 | 528,299 | 213,427 | 143,428 |
| Jan. 1 to June 30.... | 1,031,945 | 1,075,592 | 434,335 | 363,625 | Northern Raily. b. June | 172,501 | 155,088 | 53,965 | 9,438 |
| July 1 to June 30.... | 2,220,371 | 2,148,856 | 951,420 | 722,316 | Jan. 1 to June 30.... | 959,916 | 848,139 | 267,497 | 88,560 |
| Norfolk & West'n. a. June | 945,114 | 614,798 | 189,458 | 193,807 | outhern Railway. a. June | 1,350,649 | 1,327,936 | 226,181 | 159,826 |
| Jan. 1 to June 30.... | 5,664,244 | 4,417,472 | 1,116,323 | 853,137 | Jan. 1 to June 30.... | 8,755,752 | 8,400,367 | 2,126,271 | 1,917,314 |
| Northeastern of Ga. May | 3,314 | 3,270 | 244 | def. 22 | July 1 to June 30.... | 19,032,247 | 18,040,373 | 5,630,800 | 5,129,379 |
| Jan. 1 to May 31.... | 25,184 | 21,661 | 6,767 | 3,411 | Spokane Falls & No. J. July | 40,800 | 27,785 | 18,414 | 16,209 |
| North. Central. b. June | 494,563 | 523,962 | 87,632 | 126,534 | Jan. 1 to July 31.... | 228,600 | 141,233 | 127,725 | 72,389 |
| Jan. 1 to June 30.... | 2,951,629 | 3,036,430 | 665,473 | 812,905 | Staten I. Rap. Tr. b. May | 97,230 | 88,852 | 38,659 | 30,900 |
| Northern New York— | | | | | Jan. 1 to May 31.... | 880,270 | 370,500 | 104,112 | 95,226 |
| Apr. 1 to June 30.... | 23,340 | 24,903 | 5,500 | 7,314 | July 1 to May 31.... | 1,053,843 | 979,569 | 333,763 | 372,957 |
| Jan. 1 to June 30.... | 39,098 | 39,209 | 6,950 | 8,308 | Stony Cl. & C. M. b. June | 4,156 | 4,514 | 1,847 | 1,936 |
| Northern Pacific. b. May | 1,323,504 | 1,321,289 | 144,098 | 309,790 | Jan. 1 to June 30.... | 11,459 | 12,065 | def. 1,815 | 1,884 |
| Jan. 1 to May 31.... | 6,241,501 | 5,825,004 | 1,613,696 | 1,579,624 | July 1 to June 0.... | 41,965 | 43,737 | 13,380 | 19,063 |
| July 1 to May 31.... | 18,230,784 | 16,160,622 | 7,166,799 | 5,762,318 | Summit Branch. e. June | 77,565 | 91,938 | def. 19,131 | 9,439 |
| Ohio River. b. June | 85,780 | 77,290 | 28,951 | 29,518 | Jan. 1 to June 30.... | 432,379 | 593,033 | def. 76,616 | 81,201 |
| Jan. 1 to June 30.... | 472,750 | 349,753 | 113,393 | 118,553 | Lykens Val. Coal. e. June | 69,370 | 48,480 | 2,138 | def. 18,364 |
| Ohio River & Chas. Mar. | 17,729 | 13,503 | 3,732 | 6,666 | Jan. 1 to June 30.... | 439,997 | 340,227 | 27,509 | 1,756 |
| Jan. 1 to Mar. 31.... | 55,078 | 44,407 | 13,201 | 11,457 | Total both Co's. e. July | 141,672 | 137,048 | def. 6,866 | def. 31,209 |
| Pennsylvania— | | | | | Jan. 1 to July 31.... | 1,034,048 | 1,071,058 | def. 55,973 | 51,749 |
| Lines directly operated— | | | | | Syracuse Gen. & Corn.— | | | | |
| East of Pitts. & E. June | 5,105,599 | 4,948,239 | 987,731 | 960,831 | Apr. 1 to June 30.... | 162,854 | 165,118 | 19,237 | 52,851 |
| Jan. 1 to June 30.... | 30,305,475 | 29,558,775 | 7,512,456 | 7,645,356 | Jan. 1 to June 30.... | 312,563 | 309,531 | 53,303 | 84,619 |
| West of Pitts. & E. June | Inc. 49,300 | Dec. 13,400 | Inc. 13,400 | | Texas Central.... May | 15,952 | 17,990 | def. 345 | 3,880 |
| Jan. 1 to June 30.... | Inc. 743,400 | Inc. 334,700 | Inc. 334,700 | | Jan. 1 to May 31.... | 93,312 | 98,523 | 11,038 | 23,320 |
| All lines operated— | | | | | Tex. Sab. V. & N. W. May | 2,564 | 3,001 | 1,148 | 690 |
| East of Pitts. & E. June | Inc. 45,900 | Dec. 59,000 | Dec. 59,000 | | Jan. 1 to May 31.... | 12,320 | 17,503 | 2,334 | 6,218 |
| Jan. 1 to June 30.... | Inc. 664,900 | Dec. 571,400 | Dec. 571,400 | | Toledo & Ohio Cent. b. June | 147,851 | 142,385 | 37,641 | 41,487 |
| West of Pitts. & E. June | Inc. 61,000 | Inc. 40,400 | Inc. 40,400 | | Jan. 1 to June 30.... | 872,712 | 771,656 | 253,693 | 184,794 |
| Jan. 1 to June 30.... | Inc. 763,500 | Inc. 330,800 | Inc. 330,800 | | July 1 to June 30.... | 1,944,503 | 1,903,939 | 617,844 | 605,532 |
| Peoria Dec. & Ev. Apr. | 64,093 | 70,299 | 11,431 | 21,550 | Tol. Peoria & West. b. July | 76,993 | 76,373 | 16,730 | 14,142 |
| Jan. 1 to Apr. 30.... | 282,046 | 294,286 | 81,280 | 97,533 | Jan. 1 to July 31.... | 555,934 | 536,403 | 140,183 | 98,338 |
| Petersburg. June | 43,919 | 52,092 | 17,093 | 16,400 | Ulster & Delaware— | | | | |
| Jan. 1 to June 30.... | 302,264 | 264,296 | 123,921 | 85,709 | Jan. 1 to June 30.... | 171,468 | 168,665 | 23,310 | 13,932 |
| July 1 to June 30.... | 584,196 | 507,522 | 253,325 | 195,169 | July 1 to June 30.... | 419,354 | 405,226 | 104,441 | 93,148 |
| Philadelphia & Erie b. June | 369,198 | 376,938 | 77,676 | 91,078 | Union Pacific— | | | | |
| Jan. 1 to June 30.... | 1,917,373 | 1,850,739 | 463,066 | 450,678 | Union Pac. Ry. b. June | 1,128,994 | 1,183,552 | 473,973 | 441,143 |
| Phila. & Reading. June | 1,734,990 | 1,726,730 | 741,889 | 750,177 | Jan. 1 to June 30.... | 6,161,070 | 6,414,013 | 2,063,265 | 2,250,849 |
| Jan. 1 to June 30.... | 9,547,429 | 9,804,571 | 3,934,303 | 4,151,661 | Oreg. S. L. & U. N. b. June | 498,306 | 502,333 | 245,716 | 255,146 |
| Dec. 1 to June 30.... | 11,380,685 | 11,356,499 | 4,750,541 | 4,756,523 | Jan. 1 to June 30.... | 2,558,632 | 2,320,101 | 1,250,127 | 842,228 |
| Coal & Iron Co. June | 2,057,590 | 1,473,522 | 64,470 | 52,349 | St. Jos. & Gd. Isl. b. June | 46,551 | 39,936 | 8,882 | def. 1,830 |
| Jan. 1 to June 30.... | 10,375,994 | 10,436,622 | df. 422,643 | df. 151,792 | Jan. 1 to June 30.... | 288,206 | 272,506 | 44,657 | 37,970 |
| Dec. 1 to June 30.... | 12,952,352 | 12,024,883 | df. 505,064 | df. 339,220 | Kan. C. & Om. b. June | 6,963 | 3,952 | def. 1,815 | def. 5,504 |
| Total both Cos. June | 3,792,580 | 3,200,252 | 806,359 | 802,527 | Jan. 1 to June 30.... | 45,787 | 31,659 | def. 1,383 | def. 19,014 |
| Jan. 1 to June 30.... | 19,923,423 | 20,241,199 | 3,512,160 | 3,939,869 | Cent. Branch. b. June | 32,226 | 21,371 | 13,950 | 1,732 |
| Dec. 1 to June 30.... | 23,973,037 | 23,381,382 | 4,245,478 | 4,417,303 | Jan. 1 to June 30.... | 193,682 | 137,860 | 78,131 | 26,157 |
| Phil. Read. & N. Eng. June | 61,786 | 66,889 | 20,238 | 17,578 | Atoch. C. & Pac. } b. June | 25,217 | 18,785 | def. 5,001 | def. 7,650 |
| Jan. 1 to June 30.... | 327,802 | 350,196 | 92,300 | 93,046 | At. Jew. C. & W. } b. June | 145,613 | 127,380 | def. 24,539 | def. 26,962 |
| Pitts. Chartiers & Y'hy— | | | | | Grand Total. b. June | 1,843,184 | 1,856,415 | 675,938 | 682,973 |
| Apr. 1 to June 30.... | 57,738 | 32,308 | 31,159 | 932 | Jan. 1 to June 30.... | 10,023,210 | 9,863,832 | 3,519,733 | 3,200,521 |
| Jan. 1 to June 30.... | 89,193 | 59,333 | 46,394 | 5,363 | Ua. P. D. & Gulf. b. June | 264,842 | 243,862 | 43,383 | 14,027 |
| Pitts. C. C. & St. L. July | 1,229,640 | 1,350,574 | 396,095 | 441,593 | Jan. 1 to June 30.... | 1,462,282 | 1,423,147 | 248,308 | 235,099 |
| Jan. 1 to July 31.... | 8,501,240 | 8,287,645 | 2,055,240 | 1,991,900 | Wabash. b. June | 980,151 | 960,110 | 205,461 | 247,028 |
| Pitts. Lis. & West. June | 3,411 | 3,753 | 882 | def. 225 | Jan. 1 to June 30.... | 5,829,346 | 5,673,011 | 1,437,567 | 1,361,353 |
| Jan. 1 to June 30.... | 20,697 | 20,777 | def. 4,101 | 383 | July 1 to June 30.... | 12,307,738 | 11,959,838 | 3,565,133 | 3,038,803 |
| Pittsburg & Western. June | 301,815 | 336,665 | 116,305 | 80,717 | Wabash Ches. & West'n— | | | | |
| Jan. 1 to June 30.... | 1,408,659 | 1,378,761 | 453,393 | 407,374 | Apr. 1 to June 30.... | 21,619 | 19,773 | 6,409 | 2,790 |
| July 1 to June 30.... | 3,062,877 | 2,862,892 | 985,465 | 916,664 | Jan. 1 to June 30.... | 44,789 | 39,218 | 17,216 | 11,039 |
| Pitts. Youngs. & A. June | 169,867 | 181,354 | 55,744 | 71,077 | Waco & Northw'n. June | 13,006 | 12,032 | 3,030 | 3,394 |
| Jan. 1 to June 30.... | 700,977 | 697,799 | 226,579 | 256,159 | Jan. 1 to June 30.... | 104,236 | 101,420 | 35,670 | 41,938 |
| Quincy Omaha & K. C. b— | | | | | West Jersey & Brs. Apr. | 124,344 | 117,167 | 25,834 | 33,277 |
| Apr. 1 to June 30.... | 74,470 | 59,127 | 23,580 | 20,492 | Jan. 1 to Apr. 30.... | 413,804 | 390,561 | 5,928 | 61,727 |
| Jan. 1 to June 30.... | 147,269 | 117,576 | 62,984 | 42,176 | West Va. Cent. & P. May | 97,655 | 88,658 | 30,487 | 28,950 |
| Rich. Fred. & Pot. June | 74,067 | 73,192 | def. 80 | 14,189 | Jan. 1 to May 31.... | 472,374 | 403,327 | 154,014 | 142,623 |
| Jan. 1 to June 30.... | 386,681 | 375,755 | 106,530 | 119,651 | July 1 to May 31.... | 1,089,323 | 957,787 | 373,269 | 326,119 |
| July 1 to June 30.... | 739,367 | 710,589 | 242,665 | 242,850 | W. Virginia & Pittsb. Apr. | 34,706 | 30,133 | 16,817 | 17,395 |
| Rich. & Petersburg. June | 29,888 | 32,084 | 5,616 | 8,379 | Jan. 1 to Apr. 30.... | 119,362 | 104,741 | 61,827 | 55,767 |
| Jan. 1 to June 30.... | 178,389 | 165,044 | 47,392 | 37,096 | West'n of Alabama. June | 39,710 | 38,384 | 14,180 | 9,415 |
| July 1 to June 30.... | 354,335 | 326,926 | 102,772 | 75,364 | Jan. 1 to June 30.... | 257,246 | 233,501 | 80,102 | 69,862 |
| Rio Grande South. b. June | 42,552 | 37,416 | 14,552 | 19,354 | July 1 to June 30.... | 579,804 | 523,282 | 211,964 | 177,223 |
| Jan. 1 to June 30.... | 219,653 | 183,473 | 81,918 | 82,620 | West. N. Y. & Penn. b. June | 256,531 | 278,346 | def. 107,512 | 103,334 |
| July 1 to June 30.... | 489,234 | 402,798 | 244,226 | 200,995 | Jan. 1 to June 30.... | 1,365,514 | 1,492,461 | 429,233 | 356,157 |
| Rio Grande West. b. June | 207,543 | 200,077 | 73,740 | 70,511 | July 1 to June 30.... | 3,183,031 | 3,282,011 | def. 952,120 | 989,175 |
| Jan. 1 to June 30.... | 1,108,334 | 1,044,398 | 383,352 | 348,016 | Wisconsin Central. June | 403,186 | 418,977 | 110,561 | 175,713 |
| July 1 to June 30.... | 2,457,356 | 2,189,688 | 957,961 | 743,442 | Jan. 1 to June 30.... | 2,024,480 | 1,991,793 | 614,904 | 760,910 |
| Sag. Tus. & Huron. June | 10,687 | 9,485 | 516 | 266 | July 1 to June 30.... | 4,399,511 | 4,126,543 | 1,391,194 | 1,339,114 |
| Jan. 1 to June 30.... | 51,312 | 54,667 | 2,164 | 10,033 | Wrightsv. & Tenn. June | 5,045 | 5,174 | def. 265 | 1,611 |
| St. Louis & San Fr. June | 524,548 | 450,864 | 164,888 | 158,374 | Jan. 1 to June 30.... | 44,769 | 3,263 | 18,016 | 6,831 |
| Jan. 1 to June 30.... | 2,918,654 | 2,762,543 | 1,052,897 | 1,021,936 | July 1 to June 30.... | 92,234 | 80,643 | 35,042 | 22,860 |
| July 1 to June 30.... | 6,162,052 | 6,081,423 | | | | | | | |

Miscellaneous Companies.

| | Gross Earnings. | | Net Earnings. | |
|----------------------------|-----------------|-----------|---------------|---------|
| | 1896. | 1895. | 1896. | 1895. |
| Brooklyn Union Gas Apr. | 298,085 | ..... | 117,905 | ..... |
| Jan. 1 to Apr. 30.... | 1,441,528 | ..... | 660,616 | ..... |
| Nov. 4 to Apr. 30.... | 2,254,946 | ..... | 1,066,704 | ..... |
| Col. Fuel & Iron... March | ..... | ..... | 64,496 | 38,962 |
| July 1 to Mar. 31.... | ..... | ..... | 605,803 | 458,458 |
| Edison E.L.Co.St.L. June | ..... | ..... | 13,053 | 23,758 |
| Jan. 1 to June 30.... | ..... | ..... | 167,998 | 154,867 |
| Edison E.L.Co., N.Y. July | 156,892 | 135,694 | 67,271 | 58,534 |
| Jan. 1 to July 31.... | 1,262,792 | 1,151,642 | 611,804 | 549,536 |
| Ed. E.L. Co., Bklyn. July | 59,018 | 49,100 | 24,138 | 18,706 |
| Jan. 1 to July 31.... | 462,430 | 301,821 | 205,274 | 126,555 |
| Grand Rap. Gas L. Co. July | ..... | ..... | 6,495 | 5,581 |
| Jan. 1 to July 31.... | ..... | ..... | 63,247 | 55,561 |
| Laclede Gas-L. Co. July | ..... | ..... | 45,044 | 56,818 |
| Jan. 1 to July 31.... | ..... | ..... | 409,063 | 460,682 |
| Mexican Telephone... Apr. | 10,161 | 9,295 | 5,065 | 4,807 |
| Jan. 1 to Apr. 30.... | 39,876 | 36,138 | 18,024 | 16,789 |
| Mar. 1 to Apr. 30.... | 20,570 | 18,341 | 10,035 | 8,190 |
| Oregon Imp. Co. a... June | 273,817 | 274,875 | 18,614 | 29,430 |
| Jan. 1 to June 30.... | 1,587,242 | 1,570,994 | 98,387 | 152,746 |
| Dec. 1 to June 30.... | 1,827,569 | 1,848,190 | 93,879 | 174,639 |
| Pacific Mail... June | 392,054 | 370,592 | 92,975 | 54,772 |
| Jan. 1 to June 30.... | 1,990,169 | 2,291,101 | 327,117 | 473,940 |
| May 1 to June 30.... | 672,708 | 832,907 | 123,655 | 181,189 |
| Tenn. Coal & RR. July | ..... | ..... | 54,640 | 96,304 |
| Jan. 1 to July 31.... | ..... | ..... | 514,328 | 474,837 |
| Western Gas Co. - 80% | ..... | ..... | 24,514 | 122,956 |
| Milwaukee Gas-L. Co. July | ..... | ..... | 226,083 | 215,220 |

Interest Charges and Surplus.—The following roads, in addition to their gross and net earnings given in the foregoing, also report charges for interest, &c., with the surplus or deficit above or below those charges.

| Roads. | Inter'l. rentals, &c. | | Bal. of Net Earnings. | |
|------------------------------|-----------------------|-----------|-----------------------|--------------|
| | 1896. | 1895. | 1896. | 1895. |
| Bangor & Aroostook June | 22,460 | 18,486 | def. 6,229 | 434 |
| Jan. 1 to June 30.... | 130,501 | 108,365 | def. 2,879 | 1,978 |
| Buffalo & Susqueh'a June | 13,349 | 8,804 | 4,156 | 9,313 |
| July 1 to June 30.... | 147,261 | 105,650 | 70,485 | 34,705 |
| Camden & Atlantic... Apr. | 11,598 | 12,475 | *3,589 | *5,214 |
| Jan. 1 to Apr. 30.... | 59,548 | 60,511 | *df. 54,887 | *df. 30,677 |
| Chic. Burl. & Quincy June | 880,000 | 872,954 | df. 72,779 | def. 97,755 |
| Jan. 1 to June 30.... | 5,280,000 | 5,237,727 | df. 282,920 | df. 544,713 |
| Chicago & East. Ill. June | 115,107 | 115,604 | *15,298 | *def. 12,551 |
| July 1 to June 30.... | 1,389,099 | 1,371,415 | *531,906 | *1,31,292 |
| Chic. & W. Mich. June | 33,027 | 31,934 | def. 20,722 | def. 22,904 |
| Jan. 1 to June 30.... | 202,136 | 199,283 | df. 101,064 | def. 92,558 |
| Clev. Cin. Ch. & St. L. June | 242,162 | 242,021 | 6,132 | 18,375 |
| July 1 to June 30.... | 2,844,510 | 2,844,706 | 566,322 | 526,254 |
| Peoria & Eastern... June | 36,802 | 36,802 | def. 4,405 | 13,953 |
| July 1 to June 30.... | 441,620 | 441,620 | 16,280 | 22,318 |
| Denver & Rio Gr'de June | 203,470 | 194,323 | 73,836 | 64,077 |
| July 1 to June 30.... | 2,367,447 | 2,396,939 | 834,959 | 528,690 |
| Det. Lans. & Nor. June | 18,199 | 7,715 | def. 8,436 | 10,330 |
| Jan. 1 to June 30.... | 138,742 | 157,450 | def. 69,434 | def. 55,532 |
| Flint & Pere Mar. June | 51,405 | 50,937 | 440 | def. 1,071 |
| Jan. 1 to June 30.... | 307,244 | 306,737 | 18,357 | def. 13,896 |
| Indiana Dec. & West. Mar. | 3,000 | 2,800 | 10,476 | 9,509 |
| Jan. 1 to Mar. 31.... | 8,600 | 8,400 | 37,711 | 29,053 |
| Kanawha & Mich. June | 10,427 | 10,145 | def. 3,427 | def. 1,981 |
| July 1 to June 30.... | 122,029 | 126,427 | def. 6,500 | def. 16,588 |
| Kan. C. Ft. S. & M. June | 117,961 | 116,679 | def. 5,999 | def. 12,801 |
| July 1 to June 30.... | 1,390,933 | 1,343,173 | 22,800 | 66,823 |
| Kan. C. Mem. & Bir. June | 16,507 | 13,971 | def. 15,865 | def. 24,800 |
| July 1 to June 30.... | 176,965 | 145,315 | 172,545 | 142,372 |
| L. Erie & West'n. June | 57,594 | 57,437 | 62,339 | 48,994 |
| Jan. 1 to June 30.... | 347,094 | 345,338 | 371,360 | 302,947 |
| Louisv. N. A. & Ch. May | 85,105 | 85,328 | def. 6,935 | 2,470 |
| July 1 to May 31.... | 930,911 | 918,886 | 73,967 | def. 48,928 |
| Nashv. Chat. & St. L. July | 124,981 | 125,225 | 36,959 | 24,930 |
| Pitts. C. C. & St. L. July | 253,622 | 258,733 | 142,473 | 182,960 |
| Jan. 1 to July 31.... | 1,907,154 | 1,878,121 | 148,086 | 13,829 |
| Rio Grande South June | 14,098 | 14,191 | 454 | 5,163 |
| July 1 to June 30.... | 167,520 | ..... | 66,706 | ..... |
| San Fran. & No. Pac. July | 19,104 | 19,212 | 11,984 | 14,885 |
| Tenn. Coal I. & RR. July | 47,884 | 48,735 | 6,756 | 47,569 |
| Jan. 1 to July 31.... | 335,188 | 352,110 | 179,140 | 122,727 |
| Toledo & O. Cent. June | 38,698 | 39,933 | *def. 749 | *1,716 |
| July 1 to June 30.... | 469,564 | 424,265 | *157,813 | *190,739 |
| Toledo Peo. & West. July | 21,973 | 20,394 | def. 5,243 | def. 6,242 |
| West Jersey & Bra. Apr. | 18,583 | 21,410 | *7,490 | *13,265 |
| Jan. 1 to Apr. 30.... | 84,388 | 104,174 | *def. 12,649 | *def. 10,633 |

† Including miscellaneous income and traffic guaranty from Kansas City Ft. Scott & Memphis.
* After allowing for other income received.
† These charges are simply for taxes and rentals of leased lines and do not include bond interest.

STREET RAILWAYS AND TRACTION COMPANIES.

The following table shows the gross earnings for the latest period of all STREET railways from which we are able to obtain weekly or monthly returns. The arrangement of the table is the same as that for the steam roads—that is, the first two columns of figures give the gross earnings for the latest week or month, and the last two columns the earnings for the calendar year from January 1 to and including such latest week or month.

| GROSS EARNINGS. | Latest Gross Earnings. | | Jan. 1 to Latest Date | |
|-------------------------------|------------------------|--------|-----------------------|--------|
| | Week or Mo | 1896. | 1896. | 1895. |
| | \$ | \$ | \$ | \$ |
| Akron Bed'd & Clew. June | 9,258 | ..... | 41,063 | ..... |
| Akron St. Ry. & Ill. Co. June | 18,057 | 15,221 | 102,048 | 84,740 |
| Allent'n & Leh. Tr'n May | 21,234 | 19,119 | 80,744 | 72,223 |
| Amsterdam St. Ry. June | 4,475 | 4,809 | 23,337 | 22,131 |

| ROADS. | GROSS EARNINGS. | | Net Gross Earnings. | | Jan. 1 to Latest Date. | |
|---|-----------------|---------|---------------------|-----------|------------------------|--|
| | Week or Mo | 1896. | 1895. | 1896. | 1895. | |
| | \$ | \$ | \$ | \$ | | |
| Atlanta Con. St. Ry. July | 32,301 | 35,743 | 209,646 | 186,741 | | |
| Atlanta Railway... July | 8,600 | 6,600 | ..... | ..... |  |  |
| Baltimore Traction... July | 127,324 | 114,690 | 721,215 | 646,594 | | |
| Bath St. Ry. (N. Y.) July | 2,347 | 2,564 | 11,588 | 11,588 | | |
| Bay Cities Consol. July | 11,500 | 10,873 | 52,955 | 51,114 | | |
| Binghamton St. Ry. June | 12,987 | 13,231 | 65,603 | 56,459 | | |
| Bridgeport Traction 2d wk Aug | 8,897 | 8,123 | 202,248 | 178,828 | | |
| Brookton Con. St. Ry. July | 32,657 | 27,300 | 174,722 | 145,893 | | |
| Brooklyn Elevated... 4th wk J'ne | 36,801 | 46,313 | 912,616 | 1,122,709 | | |
| Br'klyn Rap. Tr. Co. - Brooklyn Heights... July | 431,212 | 407,723 | 2,538,255 | 2,097,140 | | |
| Br'klyn Qu'ns & Sub July | 68,304 | 64,880 | 404,950 | 327,968 | | |
| Total for system... July | 500,016 | 472,603 | 2,990,597 | 2,461,395 | | |
| Buffalo Ry. June | ..... | ..... | 680,509 | 637,761 | | |
| Central Trac. (Pittsb.) April | 14,805 | 13,523 | 59,147 | 53,971 | | |
| Chester Traction... June | 19,583 | 20,800 | 93,622 | 84,160 | | |
| Chic. & So. Side R. T. July | 53,928 | 54,131 | 424,036 | 431,921 | | |
| Cin. Newport & Cov. July | 65,232 | 59,026 | 373,401 | 342,635 | | |
| Cit's Pas. Ry. (Ind.) April | 75,985 | 72,758 | ..... | ..... |  |  |
| City Elec. (Rome, Ga.) July | 1,908 | ..... | 11,791 | ..... |  |  |
| Cleveland City Ry. June | 97,632 | 96,675 | 538,364 | 435,377 | | |
| Cleveland Electric... July | 155,470 | 137,749 | 950,981 | 828,938 | | |
| Columbus St. Ry. (O.) July | 56,112 | 55,943 | 372,186 | 353,544 | | |
| Coney Island & B'lyn July | 4,869 | 48,856 | 202,312 | 224,432 | | |
| Consol. Traction N.J. May | 254,753 | 215,355 | ..... | ..... |  |  |
| Danv. G's E.L. & St. Ry. June | 7,736 | 5,579 | 48,795 | ..... |  |  |
| Dayton Traction... July | 5,827 | ..... | ..... | ..... |  |  |
| Denver Con. Trauw. July | 64,677 | 62,241 | 349,508 | 336,149 | | |
| Detroit Ry. July | 38,039 | ..... | 250,205 | ..... |  |  |
| Duluth St. Ry. July | 25,315 | 25,109 | 133,336 | 131,278 | | |
| Enterp. RR. (Chas'n.) July | 4,331 | 4,857 | ..... | ..... |  |  |
| Erie Elec. Motor Co. June | 13,694 | 13,693 | 71,463 | 62,855 | | |
| Flushing & College Pt. June | 2,231 | 2,248 | 9,693 | ..... |  |  |
| Fort Wayne Consol. June | 18,663 | 12,003 | 76,232 | 53,778 | | |
| Galveston City Ry. February | 13,058 | 12,449 | 26,347 | 27,010 | | |
| Herkimer Mohawk R. & F'kfort El. Ry. May | 3,806 | 1,526 | 18,146 | ..... |  |  |
| Hing'm (Mass.) S. Ry. July | 9,800 | ..... | ..... | ..... |  |  |
| Hoosick Ry. July | 975 | ..... | 4,985 | ..... |  |  |
| Houston City St. Ry. July | 19,910 | 21,323 | ..... | ..... |  |  |
| Interstate Consol. of North Attleboro... July | 13,547 | ..... | 69,900 | ..... |  |  |
| Lake St. Elev. (Chic.) April | 52,908 | ..... | ..... | ..... |  |  |
| Lehigh Traction... June | 9,458 | ..... | 57,433 | ..... |  |  |
| Lock Haven Traction April | 1,467 | ..... | 5,292 | ..... |  |  |
| London St. Ry. (Can.) June | 8,865 | 5,005 | 38,783 | 21,404 | | |
| Lorain St. Ry. June | 5,677 | 7,568 | 32,208 | 37,199 | | |
| Lowell Law. & Hav. July | 50,245 | 52,528 | 236,608 | 232,836 | | |
| Lynn & Boston... 4th wk July | 55,158 | 54,836 | 674,110 | 631,276 | | |
| Metrop. (Kansas City) 2 wks Aug | 72,949 | 74,760 | 1,085,866 | 1,035,602 | | |
| Milw. El. Ry. & L. Co. April | 126,673 | 115,700 | 502,492 | 412,308 | | |
| Montgomery St. Ry. July | 5,778 | 4,829 | 32,238 | 27,911 | | |
| Montreal Street Ry. July | 118,372 | 110,035 | 721,123 | 625,639 | | |
| Nashville St. Ry. March | 24,804 | 23,887 | ..... | ..... |  |  |
| Newburgh Electric... July | 11,314 | 13,121 | ..... | ..... |  |  |
| New England St. Winchester Ave... July | 35,894 | 30,650 | 140,276 | 127,564 | | |
| Plym'th & Kingston July | 4,473 | 4,279 | 18,751 | 16,453 | | |
| Total... 2d wk Aug | 11,063 | 9,098 | ..... | ..... |  |  |
| New Haven & Centrev. July | 4,958 | 4,710 | 33,356 | 25,549 | | |
| New Haven St. Ry. May | 20,011 | 15,942 | 74,846 | 63,220 | | |
| New London St. Ry. June | 5,129 | 5,864 | 20,498 | 19,370 | | |
| New Orleans Traction July | 114,079 | 116,495 | 795,805 | 757,832 | | |
| N. Y. & Harlem... March | ..... | ..... | 232,264 | 279,026 | | |
| Northampton St. Ry. (Mass.) March | 6,256 | 4,920 | 19,307 | 12,997 | | |
| Ogdensburg St. Ry. July | 2,768 | ..... | 10,815 | ..... |  |  |
| Paterson Ry. July | 31,863 | 28,625 | 187,603 | 162,218 | | |
| Pitts. Frontenac & Sub. Elec. Ry. (Kan.) April | 1,377 | ..... | 5,435 | ..... |  |  |
| Po'keepsie & Wapp. P. June | 8,408 | ..... | 39,446 | ..... |  |  |
| Roanoke Street... May | 4,060 | 3,174 | 15,665 | 12,872 | | |
| Rochester Ry. March | 70,975 | 65,038 | 210,775 | 187,100 | | |
| Savannah Electric... February | 5,441 | 3,470 | ..... | ..... |  |  |
| Schuykill Traction... July | 8,787 | 8,939 | 54,390 | 49,729 | | |
| Schuykill Val. Trac. July | 8,584 | 5,593 | 34,623 | 25,639 | | |
| Scranton & Pittston... July | 6,791 | ..... | ..... | ..... |  |  |
| Scranton Traction... July | 33,313 | 28,298 | 195,096 | 159,066 | | |
| Second Ave. (Pittsb.) April | 38,905 | 22,388 | 136,412 | 74,530 | | |
| Sioux City Traction... July | 7,413 | 6,525 | 46,264 | 44,086 | | |
| Steinway Ry. June | 33,394 | 33,412 | 153,479 | 118,053 | | |
| Streator Railway... February | 991 | 888 | 2,120 | 1,827 | | |
| Syracuse Consol. July | 10,102 | 12,147 | 74,233 | 98,444 | | |
| Syracuse E'st-Side Ry. July | 3,567 | 4,487 | 21,938 | ..... |  |  |
| Syracuse St. RR. July | 27,671 | 25,400 | 175,546 | 129,904 | | |
| Terre Haute El'c. Ry. May | 13,777 | 12,848 | 60,950 | 47,960 | | |
| Third Ave. (N. Y.) March | ..... | ..... | 584,541 | 580,521 | | |
| Toronto Ry. June | 87,339 | 87,924 | 470,028 | 452,375 | | |
| Twin City Rap. Tran. June | 170,470 | 171,221 | 960,165 | 925,301 | | |
| Union (N. Bedford) July | 21,642 | 19,658 | 117,885 | 100,549 | | |
| United Tract. (Prov.) June | 150, | | | | | |

| Roads. | Gross Earnings. | | Net Earnings. | | Roads. | Gross Earnings. | | Net Earnings. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | 1896. | 1895. | 1896. | 1895. | | 1896. | 1895. | 1896. | 1895. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Atlanta Railway.....July | \$ 8,600 | 6,600 | 1,520 | 1,540 | Second Ave. RR. (N. Y.)— | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Baltimore Traction— | | | | | Apr. 1 to June 30.... | 223,447 | 252,163 | 59,352 | 58,254 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Apr. 1 to June 30.... | 343,123 | 308,496 | 240,053 | 203,859 | Jan. 1 to June 30.... | 398,470 | 444,070 | 85,418 | 84,510 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bath Street Ry..... July | 2,347 | 2,564 | 977 | 1,743 | St. Louis City Traction..July | 7,413 | 6,525 | 1,907 | 994 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to July 31.... | 11,588 | 11,558 | 3,281 | 2,849 | Jan. 1 to July 31.... | 46,264 | 44,086 | 8,149 | 4,123 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bay Cities Consol....July | 11,500 | 10,873 | 5,968 | 4,350 | Toronto Street Ry....June | 87,339 | 87,924 | 46,717 | 47,422 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to July 31.... | 52,955 | 51,114 | 20,098 | 17,708 | Jan. 1 to June 30.... | 470,028 | 452,375 | 214,910 | 208,967 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Binghamton St. Ry. June | 12,987 | 13,231 | 3,843 | 6,556 | Troy City— | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 65,603 | 56,459 | 24,373 | 19,063 | Apr. 1 to June 30.... | 137,235 | 124,764 | 65,034 | 66,410 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July 1 to June 30.... | 136,035 | 128,483 | 58,627 | 54,766 | Jan. 1 to June 30.... | 251,262 | 222,827 | 115,184 | 107,618 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bridgeport Tract'n. July | 36,213 | 32,312 | 16,441 | 19,432 | Twin City Rapid Tr. June | 170,470 | 171,221 | 98,514 | 101,259 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to July 31.... | 189,718 | 163,685 | 88,118 | 75,004 | Jan. 1 to June 30.... | 960,165 | 925,301 | 524,748 | 500,806 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brookton Con. St. Ry. July | 32,657 | 27,300 | 13,908 | 10,388 | Union St. Ry. (N. Y.)— | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to July 31.... | 174,722 | 145,893 | 68,417 | 60,140 | Apr. 1 to June 30.... | 139,926 | 119,705 | 64,759 | 54,572 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B'klyn City & Newtown— | | | | | Jan. 1 to June 30.... | 242,296 | 202,051 | 92,794 | 78,397 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Apr. 1 to June 30.... | 142,163 | 158,242 | 59,976 | 57,593 | United Tract. (Providence) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 273,929 | 314,804 | 111,434 | 112,466 | Jan. 1 to Mar. 31.... | 387,525 | | 144,766 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brooklyn Elevated June | 136,912 | 167,734 | 50,970 | 76,437 | Utica Belt Line St. Ry.— | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 912,616 | 1,122,709 | 368,557 | 521,872 | Jan. 1 to Mar. 31.... | 38,650 | 33,613 | 13,784 | 12,158 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July 1 to June 30.... | 1,872,591 | 1,935,959 | 758,619 | 835,678 | Waterbury Tract'n....July | 21,699 | 22,681 | 9,469 | 11,830 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brooklyn Heights— | | | | | Jan. 1 to July 31.... | 139,190 | 133,112 | 63,004 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Apr. 1 to June 30.... | 1,160,790 | 1,086,083 | 569,507 | 349,881 | Westchester Electric— | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 2,107,043 | 1,689,457 | 880,378 | 243,405 | Apr. 1 to June 30.... | 34,181 | 30,129 | 13,621 | 10,551 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July 1 to June 30.... | 4,272,362 | 4,052,189 | 1,769,168 | 1,192,393 | Jan. 1 to June 30.... | 58,330 | 48,633 | 13,010 | 10,462 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B'klyn Queens Co. & Sub.— | | | | | Wilkesb. & Wy. Val. Tr. Jly | 47,801 | 45,964 | 28,093 | 27,463 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Apr. 1 to June 30.... | 191,240 | 171,366 | 69,255 | 58,152 | Jan. 1 to July 31.... | 284,306 | 235,762 | 150,690 | 119,748 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 336,146 | 263,088 | 115,440 | 59,614 | Worcester Consol....June | 43,927 | 39,355 | 12,068 | 14,201 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Buffalo Railway— | | | | | Jan. 1 to June 30.... | 235,455 | 196,641 | 59,480 | 50,161 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Apr. 1 to June 30.... | 345,355 | 340,398 | 167,503 | 181,079 | <p>† The low net earnings for June, 1896, caused by expenditures of \$7,000 for betterments. Over \$16,000 were expended for betterments from Jan. 1 to June 30, 1896.</p> <p>a Net earnings here given are after deducting taxes.</p> <p>b Net earnings here given are before deducting taxes.</p> <p>† Net earnings are after deducting taxes, fire and accident insurance.</p> <p>* After deducting not only expenses and taxes, but interest and charges of every kind.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 680,509 | 637,761 | 329,219 | 317,415 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Central Crosstown (N. Y.)— | | | | | <p>Interest Charges and Surplus.—The following STREET railways, in addition to their gross and net earnings given in the foregoing, also report charges for interest, &c., with the surplus or deficit above or below those charges.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Apr. 1 to June 30.... | 143,932 | 142,464 | 48,439 | 53,692 | <table border="1"> <thead> <tr> <th rowspan="2">Roads.</th> <th colspan="2">Inter't, rentals, &c.—</th> <th colspan="2">Bal. of Net Earns.—</th> </tr> <tr> <th>1896.</th> <th>1895.</th> <th>1896.</th> <th>1895.</th> </tr> </thead> <tbody> <tr> <td>Apr. 1 to June 30....</td> <td>283,843</td> <td>265,930</td> <td>83,698</td> <td>84,999</td> <td>Denver Con. Tramw. June</td> <td>\$ 17,885</td> <td>\$ 17,445</td> <td>\$ 7,173</td> <td>\$ 6,925</td> </tr> <tr> <td>Chester (Pa.) Tract. June</td> <td>19,583</td> <td>20,800</td> <td>10,949</td> <td>8,540</td> <td>Jan. 1 to June 30....</td> <td>107,191</td> <td>104,541</td> <td>27,827</td> <td>21,801</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>93,622</td> <td>84,160</td> <td>46,268</td> <td>38,532</td> <td>Lorain Street Ry. (O.) June</td> <td>1,000</td> <td>.....</td> <td>539</td> <td>.....</td> </tr> <tr> <td>Chic. & So. Side R. T. July</td> <td>53,923</td> <td>54,131</td> <td>14,143</td> <td>9,852</td> <td>Jan. 1 to June 30....</td> <td>6,000</td> <td>.....</td> <td>1,489</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>424,086</td> <td>431,921</td> <td>145,872</td> <td>107,240</td> <td>Schuylkill Traction July</td> <td>2,083</td> <td>2,083</td> <td>1,132</td> <td>1,806</td> </tr> <tr> <td>City Elec. (Rome, Ga.) July</td> <td>1,908</td> <td>.....</td> <td>484</td> <td>.....</td> <td>Jan. 1 to July 31....</td> <td>14,581</td> <td>14,581</td> <td>8,235</td> <td>1,499</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>11,791</td> <td>.....</td> <td>2,866</td> <td>.....</td> <td>Waterbury Tract. Co. July</td> <td>2,959</td> <td>5,240</td> <td>6,510</td> <td>6,590</td> </tr> <tr> <td>Cleveland Electric—</td> <td></td> <td></td> <td></td> <td></td> <td>Jan. 1 to July 31....</td> <td>22,887</td> <td>.....</td> <td>40,117</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>795,511</td> <td>691,197</td> <td>266,869</td> <td>233,773</td> <td colspan="5"> <p>Annual Reports.—The following is an index to all annual reports of steam railroads, street railways and miscellaneous companies which have been published since the last editions of the INVESTORS' AND STREET RAILWAY SUPPLEMENTS. This index does not include reports in to-day's CHRONICLE.</p> </td> </tr> <tr> <td>Columbus (O.) St. Ry. 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Ry. & Light.....</td> <td>1038</td> </tr> <tr> <td>Jan. 1 to May 31....</td> <td>85,357</td> <td>84,495</td> <td>42,615</td> <td>Indiana & Lake Michigan.....</td> <td>142</td> <td>Nassau Electric.....</td> <td>227</td> </tr> <tr> <td>Enterprise RR. (Chas'n)—</td> <td></td> <td></td> <td></td> <td>Mobile & Ohio.....</td> <td>225</td> <td>North Hudson County.....</td> <td>411</td> </tr> <tr> <td>July.....</td> <td>4,331</td> <td>4,857</td> <td>*130</td> <td>N. Y. Ontario & Western.....</td> <td>266</td> <td>Pitts. & Birmingham Traction....</td> <td>267</td> </tr> <tr> <td>Ft. Wayne Cons. Ry. June</td> <td>18,668</td> <td>12,003</td> <td>10,654</td> <td>Ohio Falls Car Mfg.....</td> <td>188</td> <td>Sacramento Electric Pow. & Lgt.</td> <td>411</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>76,232</td> <td>53,778</td> <td>32,150</td> <td>Railway Equipment of Minnesota....</td> <td>227</td> <td>Savannah Electric Ry.....</td> <td>267</td> </tr> <tr> <td>Herkimer Mohawk (Hlon</td> <td>3,806</td> <td>1,526</td> <td>1,970</td> <td>San Antonio & Aransas Pass.....</td> <td>151</td> <td>Second Ave. RR. (N. Y. City)....</td> <td>268</td> </tr> <tr> <td>& Frank. El. Ry. May</td> <td>18,146</td> <td>.....</td> <td>9,555</td> <td>San Francisco & North Pacific.....</td> <td>137</td> <td>Twin City Rapid Transit.....</td> <td>600</td> </tr> <tr> <td>Jan. 1 to May 31....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>Syracuse Binghamton & N. Y.....</td> <td>267</td> <td>Union Ry. (N. Y. City).....</td> <td>267</td> </tr> <tr> <td>Inter-State Consol. Street</td> <td>13,547</td> <td>.....</td> <td>4,928</td> <td>Toledo & Ohio Central.....</td> <td>226</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Ry. (No. Attleb).... July</td> <td>69,900</td> <td>.....</td> <td>12,248</td> <td>Western N. Y. & Pennsylvania....</td> <td>226</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Lake St. Elev. (Chicago)—</td> <td></td> <td></td> <td></td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to May 31....</td> <td>.....</td> <td>.....</td> <td>113,422</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Lehigh Traction..... June</td> <td>9,453</td> <td>.....</td> <td>4,648</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>57,433</td> <td>.....</td> <td>24,291</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>July 1 to June 30....</td> <td>123,017</td> <td>.....</td> <td>55,985</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>London St. Ry. (Can.) June</td> <td>8,865</td> <td>5,005</td> <td>4,472</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>38,783</td> <td>24,404</td> <td>13,829</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Lorain Street Ry. (O.) 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June</td> <td>161,479</td> <td>156,283</td> <td>72,201</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>853,489</td> <td>799,122</td> <td>347,371</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Milw. El. Ry. & L. Co. Apr.</td> <td>126,673</td> <td>115,700</td> <td>47,001</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to Apr. 30....</td> <td>502,892</td> <td>442,308</td> <td>185,777</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Montgomery St. Ry. July</td> <td>5,778</td> <td>4,829</td> <td>3,385</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 30....</td> <td>32,288</td> <td>27,911</td> <td>16,566</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Nashville Street Ry. 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June</td> <td>5,129</td> <td>5,864</td> <td>2,096</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>20,493</td> <td>19,370</td> <td>4,939</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>New Orleans Tract. June</td> <td>113,563</td> <td>121,934</td> <td>47,680</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>681,726</td> <td>641,357</td> <td>304,336</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Northampton St. Ry. Mar.</td> <td>6,256</td> <td>4,920</td> <td>425</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to Mar. 31....</td> <td>19,307</td> <td>12,997</td> <td>4,446</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Paterson Railway... 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Falls June</td> <td>8,406</td> <td>.....</td> <td>3,504</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>39,446</td> <td>.....</td> <td>14,565</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Rapid Ry. (Detroit). May</td> <td>.....</td> <td>.....</td> <td>6,000</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Schuylkill Traction July</td> <td>8,787</td> <td>8,939</td> <td>13,215</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>54,390</td> <td>49,728</td> <td>22,316</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Scranton & Pittston July</td> <td>6,791</td> <td>.....</td> <td>3,342</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Scranton Traction... July</td> <td>33,318</td> <td>28,298</td> <td>16,018</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>195,096</td> <td>159,086</td> <td>94,740</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Scranton & Carb. Tract.—</td> <td></td> <td></td> <td></td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>July 1 to Apr. 30....</td> <td>31,811</td> <td>27,774</td> <td>17,379</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> </tbody> </table> </td> </tr> </tbody> </table> | | | | | Roads. | Inter't, rentals, &c.— | | Bal. of Net Earns.— | | 1896. | 1895. | 1896. | 1895. | Apr. 1 to June 30.... | 283,843 | 265,930 | 83,698 | 84,999 | Denver Con. Tramw. June | \$ 17,885 | \$ 17,445 | \$ 7,173 | \$ 6,925 | Chester (Pa.) Tract. June | 19,583 | 20,800 | 10,949 | 8,540 | Jan. 1 to June 30.... | 107,191 | 104,541 | 27,827 | 21,801 | Jan. 1 to June 30.... | 93,622 | 84,160 | 46,268 | 38,532 | Lorain Street Ry. (O.) June | 1,000 | | 539 | | Chic. & So. Side R. T. July | 53,923 | 54,131 | 14,143 | 9,852 | Jan. 1 to June 30.... | 6,000 | | 1,489 | | Jan. 1 to July 31.... | 424,086 | 431,921 | 145,872 | 107,240 | Schuylkill Traction July | 2,083 | 2,083 | 1,132 | 1,806 | City Elec. (Rome, Ga.) July | 1,908 | | 484 | | Jan. 1 to July 31.... | 14,581 | 14,581 | 8,235 | 1,499 | Jan. 1 to July 31.... | 11,791 | | 2,866 | | Waterbury Tract. Co. July | 2,959 | 5,240 | 6,510 | 6,590 | Cleveland Electric— | | | | | Jan. 1 to July 31.... | 22,887 | | 40,117 | | Jan. 1 to June 30.... | 795,511 | 691,197 | 266,869 | 233,773 | <p>Annual Reports.—The following is an index to all annual reports of steam railroads, street railways and miscellaneous companies which have been published since the last editions of the INVESTORS' AND STREET RAILWAY SUPPLEMENTS. This index does not include reports in to-day's CHRONICLE.</p> | | | | | Columbus (O.) St. Ry. July | 56,112 | 55,898 | 29,915 | 28,381 | <p>NOTE.—Full-face figures under Street Railways refer to Vol. 63.</p> | | | | | Jan. 1 to July 31.... | 372,186 | 353,544 | 189,472 | 176,075 | <table border="1"> <thead> <tr> <th colspan="2">RAILROADS AND MISCEL. CO'S.</th> <th colspan="2">STREET RAILWAYS.</th> </tr> <tr> <th>Volume 63—</th> <th>Page.</th> <th>Volumes 62 and 63.</th> <th>Page.</th> </tr> </thead> <tbody> <tr> <td>Coney Island & B'klyn.—</td> <td></td> <td></td> <td></td> <td>American Spirits Manufacturing....</td> <td>152</td> <td>Albany Ry.....</td> <td>267</td> </tr> <tr> <td>Apr. 1 to June 30....</td> <td>97,714</td> <td>101,949</td> <td>34,405</td> <td>Ach. Topeka & S. Fe.....</td> <td>6 mos. 237</td> <td>Allentown & L. V. Traction.....</td> <td>906</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>158,643</td> <td>175,626</td> <td>51,098</td> <td>Baltimore & Lehigh.....</td> <td>237</td> <td>Atlanta Consol. St. Ry.....</td> <td>27</td> </tr> <tr> <td>Denver Con. Tramw. June</td> <td>64,877</td> <td>62,241</td> <td>25,058</td> <td>Boston & Albany.....</td> <td>227</td> <td>Brooklyn Heights RR.....</td> <td>268</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>349,508</td> <td>336,149</td> <td>135,018</td> <td>Buffalo Rochester & Pittsburg....</td> <td>226</td> <td>Brooklyn Heights RR.....</td> <td>268</td> </tr> <tr> <td>Danv. Gas El.-L. St. Ry May</td> <td>7,672</td> <td>6,445</td> <td>.....</td> <td>Calumet & Hecla Mining.....</td> <td>188</td> <td>Cent. Crosstown RR. (N. Y. City)....</td> <td>268</td> </tr> <tr> <td>Jan. 1 to May 31....</td> <td>41,059</td> <td>.....</td> <td>19,650</td> <td>Central Vermont.....</td> <td>226</td> <td>Coney Isl. & Brooklyn RR.....</td> <td>268</td> </tr> <tr> <td>Dayton, O., Trac. July</td> <td>5,827</td> <td>.....</td> <td>4,175</td> <td>Chicago & Eastern Illinois.....</td> <td>226</td> <td>Harrisburg Traction.....</td> <td>227</td> </tr> <tr> <td>Detroit Railway..... June</td> <td>37,294</td> <td>.....</td> <td>12,238</td> <td>Denver & Rio Grande.....</td> <td>226</td> <td>Louisville Railway.....</td> <td>411</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>212,106</td> <td>.....</td> <td>63,092</td> <td>Fitchburg.....</td> <td>226</td> <td>Metropolitan St. Ry., Kansas City....</td> <td>27</td> </tr> <tr> <td>Duluth Street Ry. May</td> <td>19,651</td> <td>19,204</td> <td>11,788</td> <td>Houston El. & W. Texas.....</td> <td>267</td> <td>Milwaukee Elec. Ry. & Light.....</td> <td>1038</td> </tr> <tr> <td>Jan. 1 to May 31....</td> <td>85,357</td> <td>84,495</td> <td>42,615</td> <td>Indiana & Lake Michigan.....</td> <td>142</td> <td>Nassau Electric.....</td> <td>227</td> </tr> <tr> <td>Enterprise RR. (Chas'n)—</td> <td></td> <td></td> <td></td> <td>Mobile & Ohio.....</td> <td>225</td> <td>North Hudson County.....</td> <td>411</td> </tr> <tr> <td>July.....</td> <td>4,331</td> <td>4,857</td> <td>*130</td> <td>N. Y. Ontario & Western.....</td> <td>266</td> <td>Pitts. & Birmingham Traction....</td> <td>267</td> </tr> <tr> <td>Ft. Wayne Cons. Ry. June</td> <td>18,668</td> <td>12,003</td> <td>10,654</td> <td>Ohio Falls Car Mfg.....</td> <td>188</td> <td>Sacramento Electric Pow. & Lgt.</td> <td>411</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>76,232</td> <td>53,778</td> <td>32,150</td> <td>Railway Equipment of Minnesota....</td> <td>227</td> <td>Savannah Electric Ry.....</td> <td>267</td> </tr> <tr> <td>Herkimer Mohawk (Hlon</td> <td>3,806</td> <td>1,526</td> <td>1,970</td> <td>San Antonio & Aransas Pass.....</td> <td>151</td> <td>Second Ave. RR. (N. Y. City)....</td> <td>268</td> </tr> <tr> <td>& Frank. El. Ry. May</td> <td>18,146</td> <td>.....</td> <td>9,555</td> <td>San Francisco & North Pacific.....</td> <td>137</td> <td>Twin City Rapid Transit.....</td> <td>600</td> </tr> <tr> <td>Jan. 1 to May 31....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>Syracuse Binghamton & N. Y.....</td> <td>267</td> <td>Union Ry. (N. Y. City).....</td> <td>267</td> </tr> <tr> <td>Inter-State Consol. Street</td> <td>13,547</td> <td>.....</td> <td>4,928</td> <td>Toledo & Ohio Central.....</td> <td>226</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Ry. (No. Attleb).... July</td> <td>69,900</td> <td>.....</td> <td>12,248</td> <td>Western N. Y. & Pennsylvania....</td> <td>226</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Lake St. Elev. (Chicago)—</td> <td></td> <td></td> <td></td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to May 31....</td> <td>.....</td> <td>.....</td> <td>113,422</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Lehigh Traction..... June</td> <td>9,453</td> <td>.....</td> <td>4,648</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>57,433</td> <td>.....</td> <td>24,291</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>July 1 to June 30....</td> <td>123,017</td> <td>.....</td> <td>55,985</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>London St. Ry. (Can.) June</td> <td>8,865</td> <td>5,005</td> <td>4,472</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>38,783</td> <td>24,404</td> <td>13,829</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Lorain Street Ry. (O.) June</td> <td>5,677</td> <td>7,565</td> <td>1,539</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>32,203</td> <td>37,199</td> <td>7,489</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Lowell Lawr'ce & H. July</td> <td>50,245</td> <td>52,528</td> <td>25,364</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>236,608</td> <td>232,836</td> <td>92,900</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Lynn & Boston..... June</td> <td>137,274</td> <td>140,934</td> <td>56,256</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Metrop'n St. Ry., K. C. June</td> <td>161,479</td> <td>156,283</td> <td>72,201</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>853,489</td> <td>799,122</td> <td>347,371</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Milw. El. Ry. & L. Co. Apr.</td> <td>126,673</td> <td>115,700</td> <td>47,001</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to Apr. 30....</td> <td>502,892</td> <td>442,308</td> <td>185,777</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Montgomery St. Ry. July</td> <td>5,778</td> <td>4,829</td> <td>3,385</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 30....</td> <td>32,288</td> <td>27,911</td> <td>16,566</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Nashville Street Ry. Mar.</td> <td>24,304</td> <td>23,887</td> <td>8,492</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Nassau Electric (B'klyn)</td> <td></td> <td></td> <td></td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Apr. 1 to June 30....</td> <td>465,251</td> <td>.....</td> <td>187,802</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>542,184</td> <td>.....</td> <td>208,409</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Newburgh Elec. Ry. July</td> <td>11,314</td> <td>13,121</td> <td>6,337</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>New London St. Ry. June</td> <td>5,129</td> <td>5,864</td> <td>2,096</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>20,493</td> <td>19,370</td> <td>4,939</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>New Orleans Tract. June</td> <td>113,563</td> <td>121,934</td> <td>47,680</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>681,726</td> <td>641,357</td> <td>304,336</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Northampton St. Ry. Mar.</td> <td>6,256</td> <td>4,920</td> <td>425</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to Mar. 31....</td> <td>19,307</td> <td>12,997</td> <td>4,446</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Paterson Railway... July</td> <td>31,863</td> <td>28,625</td> <td>13,907</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>187,603</td> <td>162,218</td> <td>79,227</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Pitts. Frontenac & Sub.—</td> <td></td> <td></td> <td></td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Elec. Ry. (Kansas) Apr.</td> <td>1,377</td> <td>.....</td> <td>734</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to Apr. 30....</td> <td>5,435</td> <td>.....</td> <td>2,543</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Nov. 1 to Apr. 30....</td> <td>8,155</td> <td>.....</td> <td>3,592</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>P'k'ps. City & W. Falls June</td> <td>8,406</td> <td>.....</td> <td>3,504</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>39,446</td> <td>.....</td> <td>14,565</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Rapid Ry. (Detroit). May</td> <td>.....</td> <td>.....</td> <td>6,000</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Schuylkill Traction July</td> <td>8,787</td> <td>8,939</td> <td>13,215</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>54,390</td> <td>49,728</td> <td>22,316</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Scranton & Pittston July</td> <td>6,791</td> <td>.....</td> <td>3,342</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Scranton Traction... July</td> <td>33,318</td> <td>28,298</td> <td>16,018</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>195,096</td> <td>159,086</td> <td>94,740</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Scranton & Carb. Tract.—</td> <td></td> <td></td> <td></td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>July 1 to Apr. 30....</td> <td>31,811</td> <td>27,774</td> <td>17,379</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> </tbody> </table> | | | | | RAILROADS AND MISCEL. CO'S. | | STREET RAILWAYS. | | Volume 63— | Page. | Volumes 62 and 63. | Page. | Coney Island & B'klyn.— | | | | American Spirits Manufacturing.... | 152 | Albany Ry..... | 267 | Apr. 1 to June 30.... | 97,714 | 101,949 | 34,405 | Ach. Topeka & S. Fe..... | 6 mos. 237 | Allentown & L. V. Traction..... | 906 | Jan. 1 to June 30.... | 158,643 | 175,626 | 51,098 | Baltimore & Lehigh..... | 237 | Atlanta Consol. St. Ry..... | 27 | Denver Con. Tramw. June | 64,877 | 62,241 | 25,058 | Boston & Albany..... | 227 | Brooklyn Heights RR..... | 268 | Jan. 1 to June 30.... | 349,508 | 336,149 | 135,018 | Buffalo Rochester & Pittsburg.... | 226 | Brooklyn Heights RR..... | 268 | Danv. Gas El.-L. St. Ry May | 7,672 | 6,445 | | Calumet & Hecla Mining..... | 188 | Cent. Crosstown RR. (N. Y. City).... | 268 | Jan. 1 to May 31.... | 41,059 | | 19,650 | Central Vermont..... | 226 | Coney Isl. & Brooklyn RR..... | 268 | Dayton, O., Trac. July | 5,827 | | 4,175 | Chicago & Eastern Illinois..... | 226 | Harrisburg Traction..... | 227 | Detroit Railway..... June | 37,294 | | 12,238 | Denver & Rio Grande..... | 226 | Louisville Railway..... | 411 | Jan. 1 to June 30.... | 212,106 | | 63,092 | Fitchburg..... | 226 | Metropolitan St. Ry., Kansas City.... | 27 | Duluth Street Ry. May | 19,651 | 19,204 | 11,788 | Houston El. & W. Texas..... | 267 | Milwaukee Elec. Ry. & Light..... | 1038 | Jan. 1 to May 31.... | 85,357 | 84,495 | 42,615 | Indiana & Lake Michigan..... | 142 | Nassau Electric..... | 227 | Enterprise RR. (Chas'n)— | | | | Mobile & Ohio..... | 225 | North Hudson County..... | 411 | July..... | 4,331 | 4,857 | *130 | N. Y. Ontario & Western..... | 266 | Pitts. & Birmingham Traction.... | 267 | Ft. Wayne Cons. Ry. June | 18,668 | 12,003 | 10,654 | Ohio Falls Car Mfg..... | 188 | Sacramento Electric Pow. & Lgt. | 411 | Jan. 1 to June 30.... | 76,232 | 53,778 | 32,150 | Railway Equipment of Minnesota.... | 227 | Savannah Electric Ry..... | 267 | Herkimer Mohawk (Hlon | 3,806 | 1,526 | 1,970 | San Antonio & Aransas Pass..... | 151 | Second Ave. RR. (N. Y. City).... | 268 | & Frank. El. Ry. May | 18,146 | | 9,555 | San Francisco & North Pacific..... | 137 | Twin City Rapid Transit..... | 600 | Jan. 1 to May 31.... | | | | Syracuse Binghamton & N. Y..... | 267 | Union Ry. (N. Y. City)..... | 267 | Inter-State Consol. Street | 13,547 | | 4,928 | Toledo & Ohio Central..... | 226 | | | Ry. (No. Attleb).... July | 69,900 | | 12,248 | Western N. Y. & Pennsylvania.... | 226 | | | Jan. 1 to July 31.... | | | | | | | | Lake St. Elev. (Chicago)— | | | | | | | | Jan. 1 to May 31.... | | | 113,422 | | | | | Lehigh Traction..... June | 9,453 | | 4,648 | | | | | Jan. 1 to June 30.... | 57,433 | | 24,291 | | | | | July 1 to June 30.... | 123,017 | | 55,985 | | | | | London St. Ry. (Can.) June | 8,865 | 5,005 | 4,472 | | | | | Jan. 1 to June 30.... | 38,783 | 24,404 | 13,829 | | | | | Lorain Street Ry. (O.) June | 5,677 | 7,565 | 1,539 | | | | | Jan. 1 to June 30.... | 32,203 | 37,199 | 7,489 | | | | | Lowell Lawr'ce & H. July | 50,245 | 52,528 | 25,364 | | | | | Jan. 1 to July 31.... | 236,608 | 232,836 | 92,900 | | | | | Lynn & Boston..... June | 137,274 | 140,934 | 56,256 | | | | | Metrop'n St. Ry., K. C. June | 161,479 | 156,283 | 72,201 | | | | | Jan. 1 to June 30.... | 853,489 | 799,122 | 347,371 | | | | | Milw. El. Ry. & L. Co. Apr. | 126,673 | 115,700 | 47,001 | | | | | Jan. 1 to Apr. 30.... | 502,892 | 442,308 | 185,777 | | | | | Montgomery St. Ry. July | 5,778 | 4,829 | 3,385 | | | | | Jan. 1 to July 30.... | 32,288 | 27,911 | 16,566 | | | | | Nashville Street Ry. Mar. | 24,304 | 23,887 | 8,492 | | | | | Nassau Electric (B'klyn) | | | | | | | | Apr. 1 to June 30.... | 465,251 | | 187,802 | | | | | Jan. 1 to June 30.... | 542,184 | | 208,409 | | | | | Newburgh Elec. Ry. July | 11,314 | 13,121 | 6,337 | | | | | New London St. Ry. June | 5,129 | 5,864 | 2,096 | | | | | Jan. 1 to June 30.... | 20,493 | 19,370 | 4,939 | | | | | New Orleans Tract. June | 113,563 | 121,934 | 47,680 | | | | | Jan. 1 to June 30.... | 681,726 | 641,357 | 304,336 | | | | | Northampton St. Ry. Mar. | 6,256 | 4,920 | 425 | | | | | Jan. 1 to Mar. 31.... | 19,307 | 12,997 | 4,446 | | | | | Paterson Railway... July | 31,863 | 28,625 | 13,907 | | | | | Jan. 1 to July 31.... | 187,603 | 162,218 | 79,227 | | | | | Pitts. Frontenac & Sub.— | | | | | | | | Elec. Ry. (Kansas) Apr. | 1,377 | | 734 | | | | | Jan. 1 to Apr. 30.... | 5,435 | | 2,543 | | | | | Nov. 1 to Apr. 30.... | 8,155 | | 3,592 | | | | | P'k'ps. City & W. Falls June | 8,406 | | 3,504 | | | | | Jan. 1 to June 30.... | 39,446 | | 14,565 | | | | | Rapid Ry. (Detroit). May | | | 6,000 | | | | | Schuylkill Traction July | 8,787 | 8,939 | 13,215 | | | | | Jan. 1 to July 31.... | 54,390 | 49,728 | 22,316 | | | | | Scranton & Pittston July | 6,791 | | 3,342 | | | | | Scranton Traction... July | 33,318 | 28,298 | 16,018 | | | | | Jan. 1 to July 31.... | 195,096 | 159,086 | 94,740 | | | | | Scranton & Carb. Tract.— | | | | | | | | July 1 to Apr. 30.... | 31,811 | 27,774 | 17,379 | | | | |
| Roads. | Inter't, rentals, &c.— | | Bal. of Net Earns.— | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1896. | 1895. | 1896. | 1895. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Apr. 1 to June 30.... | 283,843 | 265,930 | 83,698 | 84,999 | Denver Con. Tramw. June | \$ 17,885 | \$ 17,445 | \$ 7,173 | \$ 6,925 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chester (Pa.) Tract. June | 19,583 | 20,800 | 10,949 | 8,540 | Jan. 1 to June 30.... | 107,191 | 104,541 | 27,827 | 21,801 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 93,622 | 84,160 | 46,268 | 38,532 | Lorain Street Ry. (O.) June | 1,000 | | 539 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chic. & So. Side R. T. July | 53,923 | 54,131 | 14,143 | 9,852 | Jan. 1 to June 30.... | 6,000 | | 1,489 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to July 31.... | 424,086 | 431,921 | 145,872 | 107,240 | Schuylkill Traction July | 2,083 | 2,083 | 1,132 | 1,806 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| City Elec. (Rome, Ga.) July | 1,908 | | 484 | | Jan. 1 to July 31.... | 14,581 | 14,581 | 8,235 | 1,499 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to July 31.... | 11,791 | | 2,866 | | Waterbury Tract. Co. July | 2,959 | 5,240 | 6,510 | 6,590 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cleveland Electric— | | | | | Jan. 1 to July 31.... | 22,887 | | 40,117 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 795,511 | 691,197 | 266,869 | 233,773 | <p>Annual Reports.—The following is an index to all annual reports of steam railroads, street railways and miscellaneous companies which have been published since the last editions of the INVESTORS' AND STREET RAILWAY SUPPLEMENTS. This index does not include reports in to-day's CHRONICLE.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Columbus (O.) St. Ry. July | 56,112 | 55,898 | 29,915 | 28,381 | <p>NOTE.—Full-face figures under Street Railways refer to Vol. 63.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to July 31.... | 372,186 | 353,544 | 189,472 | 176,075 | <table border="1"> <thead> <tr> <th colspan="2">RAILROADS AND MISCEL. CO'S.</th> <th colspan="2">STREET RAILWAYS.</th> </tr> <tr> <th>Volume 63—</th> <th>Page.</th> <th>Volumes 62 and 63.</th> <th>Page.</th> </tr> </thead> <tbody> <tr> <td>Coney Island & B'klyn.—</td> <td></td> <td></td> <td></td> <td>American Spirits Manufacturing....</td> <td>152</td> <td>Albany Ry.....</td> <td>267</td> </tr> <tr> <td>Apr. 1 to June 30....</td> <td>97,714</td> <td>101,949</td> <td>34,405</td> <td>Ach. Topeka & S. Fe.....</td> <td>6 mos. 237</td> <td>Allentown & L. V. Traction.....</td> <td>906</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>158,643</td> <td>175,626</td> <td>51,098</td> <td>Baltimore & Lehigh.....</td> <td>237</td> <td>Atlanta Consol. St. Ry.....</td> <td>27</td> </tr> <tr> <td>Denver Con. Tramw. June</td> <td>64,877</td> <td>62,241</td> <td>25,058</td> <td>Boston & Albany.....</td> <td>227</td> <td>Brooklyn Heights RR.....</td> <td>268</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>349,508</td> <td>336,149</td> <td>135,018</td> <td>Buffalo Rochester & Pittsburg....</td> <td>226</td> <td>Brooklyn Heights RR.....</td> <td>268</td> </tr> <tr> <td>Danv. Gas El.-L. St. Ry May</td> <td>7,672</td> <td>6,445</td> <td>.....</td> <td>Calumet & Hecla Mining.....</td> <td>188</td> <td>Cent. Crosstown RR. (N. Y. City)....</td> <td>268</td> </tr> <tr> <td>Jan. 1 to May 31....</td> <td>41,059</td> <td>.....</td> <td>19,650</td> <td>Central Vermont.....</td> <td>226</td> <td>Coney Isl. & Brooklyn RR.....</td> <td>268</td> </tr> <tr> <td>Dayton, O., Trac. July</td> <td>5,827</td> <td>.....</td> <td>4,175</td> <td>Chicago & Eastern Illinois.....</td> <td>226</td> <td>Harrisburg Traction.....</td> <td>227</td> </tr> <tr> <td>Detroit Railway..... June</td> <td>37,294</td> <td>.....</td> <td>12,238</td> <td>Denver & Rio Grande.....</td> <td>226</td> <td>Louisville Railway.....</td> <td>411</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>212,106</td> <td>.....</td> <td>63,092</td> <td>Fitchburg.....</td> <td>226</td> <td>Metropolitan St. Ry., Kansas City....</td> <td>27</td> </tr> <tr> <td>Duluth Street Ry. May</td> <td>19,651</td> <td>19,204</td> <td>11,788</td> <td>Houston El. & W. Texas.....</td> <td>267</td> <td>Milwaukee Elec. Ry. & Light.....</td> <td>1038</td> </tr> <tr> <td>Jan. 1 to May 31....</td> <td>85,357</td> <td>84,495</td> <td>42,615</td> <td>Indiana & Lake Michigan.....</td> <td>142</td> <td>Nassau Electric.....</td> <td>227</td> </tr> <tr> <td>Enterprise RR. (Chas'n)—</td> <td></td> <td></td> <td></td> <td>Mobile & Ohio.....</td> <td>225</td> <td>North Hudson County.....</td> <td>411</td> </tr> <tr> <td>July.....</td> <td>4,331</td> <td>4,857</td> <td>*130</td> <td>N. Y. Ontario & Western.....</td> <td>266</td> <td>Pitts. & Birmingham Traction....</td> <td>267</td> </tr> <tr> <td>Ft. Wayne Cons. Ry. June</td> <td>18,668</td> <td>12,003</td> <td>10,654</td> <td>Ohio Falls Car Mfg.....</td> <td>188</td> <td>Sacramento Electric Pow. & Lgt.</td> <td>411</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>76,232</td> <td>53,778</td> <td>32,150</td> <td>Railway Equipment of Minnesota....</td> <td>227</td> <td>Savannah Electric Ry.....</td> <td>267</td> </tr> <tr> <td>Herkimer Mohawk (Hlon</td> <td>3,806</td> <td>1,526</td> <td>1,970</td> <td>San Antonio & Aransas Pass.....</td> <td>151</td> <td>Second Ave. RR. (N. Y. City)....</td> <td>268</td> </tr> <tr> <td>& Frank. El. Ry. May</td> <td>18,146</td> <td>.....</td> <td>9,555</td> <td>San Francisco & North Pacific.....</td> <td>137</td> <td>Twin City Rapid Transit.....</td> <td>600</td> </tr> <tr> <td>Jan. 1 to May 31....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>Syracuse Binghamton & N. Y.....</td> <td>267</td> <td>Union Ry. (N. Y. City).....</td> <td>267</td> </tr> <tr> <td>Inter-State Consol. Street</td> <td>13,547</td> <td>.....</td> <td>4,928</td> <td>Toledo & Ohio Central.....</td> <td>226</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Ry. (No. Attleb).... July</td> <td>69,900</td> <td>.....</td> <td>12,248</td> <td>Western N. Y. & Pennsylvania....</td> <td>226</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Lake St. Elev. (Chicago)—</td> <td></td> <td></td> <td></td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to May 31....</td> <td>.....</td> <td>.....</td> <td>113,422</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Lehigh Traction..... June</td> <td>9,453</td> <td>.....</td> <td>4,648</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>57,433</td> <td>.....</td> <td>24,291</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>July 1 to June 30....</td> <td>123,017</td> <td>.....</td> <td>55,985</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>London St. Ry. (Can.) June</td> <td>8,865</td> <td>5,005</td> <td>4,472</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>38,783</td> <td>24,404</td> <td>13,829</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Lorain Street Ry. (O.) June</td> <td>5,677</td> <td>7,565</td> <td>1,539</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>32,203</td> <td>37,199</td> <td>7,489</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Lowell Lawr'ce & H. July</td> <td>50,245</td> <td>52,528</td> <td>25,364</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>236,608</td> <td>232,836</td> <td>92,900</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Lynn & Boston..... June</td> <td>137,274</td> <td>140,934</td> <td>56,256</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Metrop'n St. Ry., K. C. June</td> <td>161,479</td> <td>156,283</td> <td>72,201</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>853,489</td> <td>799,122</td> <td>347,371</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Milw. El. Ry. & L. Co. Apr.</td> <td>126,673</td> <td>115,700</td> <td>47,001</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to Apr. 30....</td> <td>502,892</td> <td>442,308</td> <td>185,777</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Montgomery St. Ry. July</td> <td>5,778</td> <td>4,829</td> <td>3,385</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 30....</td> <td>32,288</td> <td>27,911</td> <td>16,566</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Nashville Street Ry. Mar.</td> <td>24,304</td> <td>23,887</td> <td>8,492</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Nassau Electric (B'klyn)</td> <td></td> <td></td> <td></td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Apr. 1 to June 30....</td> <td>465,251</td> <td>.....</td> <td>187,802</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>542,184</td> <td>.....</td> <td>208,409</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Newburgh Elec. Ry. July</td> <td>11,314</td> <td>13,121</td> <td>6,337</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>New London St. Ry. June</td> <td>5,129</td> <td>5,864</td> <td>2,096</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>20,493</td> <td>19,370</td> <td>4,939</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>New Orleans Tract. June</td> <td>113,563</td> <td>121,934</td> <td>47,680</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>681,726</td> <td>641,357</td> <td>304,336</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Northampton St. Ry. Mar.</td> <td>6,256</td> <td>4,920</td> <td>425</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to Mar. 31....</td> <td>19,307</td> <td>12,997</td> <td>4,446</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Paterson Railway... July</td> <td>31,863</td> <td>28,625</td> <td>13,907</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>187,603</td> <td>162,218</td> <td>79,227</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Pitts. Frontenac & Sub.—</td> <td></td> <td></td> <td></td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Elec. Ry. (Kansas) Apr.</td> <td>1,377</td> <td>.....</td> <td>734</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to Apr. 30....</td> <td>5,435</td> <td>.....</td> <td>2,543</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Nov. 1 to Apr. 30....</td> <td>8,155</td> <td>.....</td> <td>3,592</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>P'k'ps. City & W. Falls June</td> <td>8,406</td> <td>.....</td> <td>3,504</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to June 30....</td> <td>39,446</td> <td>.....</td> <td>14,565</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Rapid Ry. (Detroit). May</td> <td>.....</td> <td>.....</td> <td>6,000</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Schuylkill Traction July</td> <td>8,787</td> <td>8,939</td> <td>13,215</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>54,390</td> <td>49,728</td> <td>22,316</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Scranton & Pittston July</td> <td>6,791</td> <td>.....</td> <td>3,342</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Scranton Traction... July</td> <td>33,318</td> <td>28,298</td> <td>16,018</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Jan. 1 to July 31....</td> <td>195,096</td> <td>159,086</td> <td>94,740</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Scranton & Carb. Tract.—</td> <td></td> <td></td> <td></td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>July 1 to Apr. 30....</td> <td>31,811</td> <td>27,774</td> <td>17,379</td> <td>.....</td> <td>.....</td> <td>.....</td> <td>.....</td> </tr> </tbody> </table> | | | | | RAILROADS AND MISCEL. CO'S. | | STREET RAILWAYS. | | Volume 63— | Page. | Volumes 62 and 63. | Page. | Coney Island & B'klyn.— | | | | American Spirits Manufacturing.... | 152 | Albany Ry..... | 267 | Apr. 1 to June 30.... | 97,714 | 101,949 | 34,405 | Ach. Topeka & S. Fe..... | 6 mos. 237 | Allentown & L. V. Traction..... | 906 | Jan. 1 to June 30.... | 158,643 | 175,626 | 51,098 | Baltimore & Lehigh..... | 237 | Atlanta Consol. St. Ry..... | 27 | Denver Con. Tramw. June | 64,877 | 62,241 | 25,058 | Boston & Albany..... | 227 | Brooklyn Heights RR..... | 268 | Jan. 1 to June 30.... | 349,508 | 336,149 | 135,018 | Buffalo Rochester & Pittsburg.... | 226 | Brooklyn Heights RR..... | 268 | Danv. Gas El.-L. St. Ry May | 7,672 | 6,445 | | Calumet & Hecla Mining..... | 188 | Cent. Crosstown RR. (N. Y. City).... | 268 | Jan. 1 to May 31.... | 41,059 | | 19,650 | Central Vermont..... | 226 | Coney Isl. & Brooklyn RR..... | 268 | Dayton, O., Trac. July | 5,827 | | 4,175 | Chicago & Eastern Illinois..... | 226 | Harrisburg Traction..... | 227 | Detroit Railway..... June | 37,294 | | 12,238 | Denver & Rio Grande..... | 226 | Louisville Railway..... | 411 | Jan. 1 to June 30.... | 212,106 | | 63,092 | Fitchburg..... | 226 | Metropolitan St. Ry., Kansas City.... | 27 | Duluth Street Ry. May | 19,651 | 19,204 | 11,788 | Houston El. & W. Texas..... | 267 | Milwaukee Elec. Ry. & Light..... | 1038 | Jan. 1 to May 31.... | 85,357 | 84,495 | 42,615 | Indiana & Lake Michigan..... | 142 | Nassau Electric..... | 227 | Enterprise RR. (Chas'n)— | | | | Mobile & Ohio..... | 225 | North Hudson County..... | 411 | July..... | 4,331 | 4,857 | *130 | N. Y. Ontario & Western..... | 266 | Pitts. & Birmingham Traction.... | 267 | Ft. Wayne Cons. Ry. June | 18,668 | 12,003 | 10,654 | Ohio Falls Car Mfg..... | 188 | Sacramento Electric Pow. & Lgt. | 411 | Jan. 1 to June 30.... | 76,232 | 53,778 | 32,150 | Railway Equipment of Minnesota.... | 227 | Savannah Electric Ry..... | 267 | Herkimer Mohawk (Hlon | 3,806 | 1,526 | 1,970 | San Antonio & Aransas Pass..... | 151 | Second Ave. RR. (N. Y. City).... | 268 | & Frank. El. Ry. May | 18,146 | | 9,555 | San Francisco & North Pacific..... | 137 | Twin City Rapid Transit..... | 600 | Jan. 1 to May 31.... | | | | Syracuse Binghamton & N. Y..... | 267 | Union Ry. (N. Y. City)..... | 267 | Inter-State Consol. Street | 13,547 | | 4,928 | Toledo & Ohio Central..... | 226 | | | Ry. (No. Attleb).... July | 69,900 | | 12,248 | Western N. Y. & Pennsylvania.... | 226 | | | Jan. 1 to July 31.... | | | | | | | | Lake St. Elev. (Chicago)— | | | | | | | | Jan. 1 to May 31.... | | | 113,422 | | | | | Lehigh Traction..... June | 9,453 | | 4,648 | | | | | Jan. 1 to June 30.... | 57,433 | | 24,291 | | | | | July 1 to June 30.... | 123,017 | | 55,985 | | | | | London St. Ry. (Can.) June | 8,865 | 5,005 | 4,472 | | | | | Jan. 1 to June 30.... | 38,783 | 24,404 | 13,829 | | | | | Lorain Street Ry. (O.) June | 5,677 | 7,565 | 1,539 | | | | | Jan. 1 to June 30.... | 32,203 | 37,199 | 7,489 | | | | | Lowell Lawr'ce & H. July | 50,245 | 52,528 | 25,364 | | | | | Jan. 1 to July 31.... | 236,608 | 232,836 | 92,900 | | | | | Lynn & Boston..... June | 137,274 | 140,934 | 56,256 | | | | | Metrop'n St. Ry., K. C. June | 161,479 | 156,283 | 72,201 | | | | | Jan. 1 to June 30.... | 853,489 | 799,122 | 347,371 | | | | | Milw. El. Ry. & L. Co. Apr. | 126,673 | 115,700 | 47,001 | | | | | Jan. 1 to Apr. 30.... | 502,892 | 442,308 | 185,777 | | | | | Montgomery St. Ry. July | 5,778 | 4,829 | 3,385 | | | | | Jan. 1 to July 30.... | 32,288 | 27,911 | 16,566 | | | | | Nashville Street Ry. Mar. | 24,304 | 23,887 | 8,492 | | | | | Nassau Electric (B'klyn) | | | | | | | | Apr. 1 to June 30.... | 465,251 | | 187,802 | | | | | Jan. 1 to June 30.... | 542,184 | | 208,409 | | | | | Newburgh Elec. Ry. July | 11,314 | 13,121 | 6,337 | | | | | New London St. Ry. June | 5,129 | 5,864 | 2,096 | | | | | Jan. 1 to June 30.... | 20,493 | 19,370 | 4,939 | | | | | New Orleans Tract. June | 113,563 | 121,934 | 47,680 | | | | | Jan. 1 to June 30.... | 681,726 | 641,357 | 304,336 | | | | | Northampton St. Ry. Mar. | 6,256 | 4,920 | 425 | | | | | Jan. 1 to Mar. 31.... | 19,307 | 12,997 | 4,446 | | | | | Paterson Railway... July | 31,863 | 28,625 | 13,907 | | | | | Jan. 1 to July 31.... | 187,603 | 162,218 | 79,227 | | | | | Pitts. Frontenac & Sub.— | | | | | | | | Elec. Ry. (Kansas) Apr. | 1,377 | | 734 | | | | | Jan. 1 to Apr. 30.... | 5,435 | | 2,543 | | | | | Nov. 1 to Apr. 30.... | 8,155 | | 3,592 | | | | | P'k'ps. City & W. Falls June | 8,406 | | 3,504 | | | | | Jan. 1 to June 30.... | 39,446 | | 14,565 | | | | | Rapid Ry. (Detroit). May | | | 6,000 | | | | | Schuylkill Traction July | 8,787 | 8,939 | 13,215 | | | | | Jan. 1 to July 31.... | 54,390 | 49,728 | 22,316 | | | | | Scranton & Pittston July | 6,791 | | 3,342 | | | | | Scranton Traction... July | 33,318 | 28,298 | 16,018 | | | | | Jan. 1 to July 31.... | 195,096 | 159,086 | 94,740 | | | | | Scranton & Carb. Tract.— | | | | | | | | July 1 to Apr. 30.... | 31,811 | 27,774 | 17,379 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RAILROADS AND MISCEL. CO'S. | | STREET RAILWAYS. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Volume 63— | Page. | Volumes 62 and 63. | Page. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Coney Island & B'klyn.— | | | | American Spirits Manufacturing.... | 152 | Albany Ry..... | 267 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Apr. 1 to June 30.... | 97,714 | 101,949 | 34,405 | Ach. Topeka & S. Fe..... | 6 mos. 237 | Allentown & L. V. Traction..... | 906 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 158,643 | 175,626 | 51,098 | Baltimore & Lehigh..... | 237 | Atlanta Consol. St. Ry..... | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Denver Con. Tramw. June | 64,877 | 62,241 | 25,058 | Boston & Albany..... | 227 | Brooklyn Heights RR..... | 268 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 349,508 | 336,149 | 135,018 | Buffalo Rochester & Pittsburg.... | 226 | Brooklyn Heights RR..... | 268 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Danv. Gas El.-L. St. Ry May | 7,672 | 6,445 | | Calumet & Hecla Mining..... | 188 | Cent. Crosstown RR. (N. Y. City).... | 268 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to May 31.... | 41,059 | | 19,650 | Central Vermont..... | 226 | Coney Isl. & Brooklyn RR..... | 268 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dayton, O., Trac. July | 5,827 | | 4,175 | Chicago & Eastern Illinois..... | 226 | Harrisburg Traction..... | 227 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Detroit Railway..... June | 37,294 | | 12,238 | Denver & Rio Grande..... | 226 | Louisville Railway..... | 411 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 212,106 | | 63,092 | Fitchburg..... | 226 | Metropolitan St. Ry., Kansas City.... | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Duluth Street Ry. May | 19,651 | 19,204 | 11,788 | Houston El. & W. Texas..... | 267 | Milwaukee Elec. Ry. & Light..... | 1038 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to May 31.... | 85,357 | 84,495 | 42,615 | Indiana & Lake Michigan..... | 142 | Nassau Electric..... | 227 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Enterprise RR. (Chas'n)— | | | | Mobile & Ohio..... | 225 | North Hudson County..... | 411 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July..... | 4,331 | 4,857 | *130 | N. Y. Ontario & Western..... | 266 | Pitts. & Birmingham Traction.... | 267 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ft. Wayne Cons. Ry. June | 18,668 | 12,003 | 10,654 | Ohio Falls Car Mfg..... | 188 | Sacramento Electric Pow. & Lgt. | 411 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 76,232 | 53,778 | 32,150 | Railway Equipment of Minnesota.... | 227 | Savannah Electric Ry..... | 267 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Herkimer Mohawk (Hlon | 3,806 | 1,526 | 1,970 | San Antonio & Aransas Pass..... | 151 | Second Ave. RR. (N. Y. City).... | 268 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| & Frank. El. Ry. May | 18,146 | | 9,555 | San Francisco & North Pacific..... | 137 | Twin City Rapid Transit..... | 600 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to May 31.... | | | | Syracuse Binghamton & N. Y..... | 267 | Union Ry. (N. Y. City)..... | 267 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Inter-State Consol. Street | 13,547 | | 4,928 | Toledo & Ohio Central..... | 226 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ry. (No. Attleb).... July | 69,900 | | 12,248 | Western N. Y. & Pennsylvania.... | 226 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Lehigh Traction..... June | 9,453 | | 4,648 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 57,433 | | 24,291 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July 1 to June 30.... | 123,017 | | 55,985 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| London St. Ry. (Can.) June | 8,865 | 5,005 | 4,472 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 38,783 | 24,404 | 13,829 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Jan. 1 to June 30.... | 32,203 | 37,199 | 7,489 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lowell Lawr'ce & H. July | 50,245 | 52,528 | 25,364 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to July 31.... | 236,608 | 232,836 | 92,900 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Metrop'n St. Ry., K. C. June | 161,479 | 156,283 | 72,201 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 853,489 | 799,122 | 347,371 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Milw. El. Ry. & L. Co. Apr. | 126,673 | 115,700 | 47,001 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Apr. 30.... | 502,892 | 442,308 | 185,777 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Montgomery St. Ry. July | 5,778 | 4,829 | 3,385 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to July 30.... | 32,288 | 27,911 | 16,566 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nashville Street Ry. Mar. | 24,304 | 23,887 | 8,492 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Nassau Electric (B'klyn) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Apr. 1 to June 30.... | 465,251 | | 187,802 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 542,184 | | 208,409 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| New London St. Ry. June | 5,129 | 5,864 | 2,096 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 20,493 | 19,370 | 4,939 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| New Orleans Tract. June | 113,563 | 121,934 | 47,680 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 681,726 | 641,357 | 304,336 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Northampton St. Ry. Mar. | 6,256 | 4,920 | 425 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to Mar. 31.... | 19,307 | 12,997 | 4,446 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Paterson Railway... July | 31,863 | 28,625 | 13,907 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to July 31.... | 187,603 | 162,218 | 79,227 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| P'k'ps. City & W. Falls June | 8,406 | | 3,504 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to June 30.... | 39,446 | | 14,565 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rapid Ry. (Detroit). May | | | 6,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Schuylkill Traction July | 8,787 | 8,939 | 13,215 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to July 31.... | 54,390 | 49,728 | 22,316 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scranton & Pittston July | 6,791 | | 3,342 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scranton Traction... July | 33,318 | 28,298 | 16,018 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Jan. 1 to July 31.... | 195,096 | 159,086 | 94,740 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scranton & Carb. Tract.— | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| July 1 to Apr. 30.... | 31,811 | 27,774 | 17,379 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

The extraordinary expenses incurred during the year are as follows, viz.: New coal pockets, freight yards, new buildings, side tracks, etc., \$164,328; new line at Natick, \$389,238; depressing tracks at Newton, \$263,399; separation of grade crossings, \$33,987; total, \$850,952.

The total cost of eliminating grade crossings during the year was \$686,625. There was charged against the earnings of 1895 and credited to grade crossings \$130,000 and against the earnings of the present year \$170,000, making a total to the credit of such crossings June 30, 1896, of \$300,000.

Three hundred and thirty-nine thousand three hundred and eighty-five yards of gravel at a cost of \$135,574 have been used in raising the tracks at various places on the road, and for other improvements on the location.

Union Station.—The Boston Terminal Co. has been organized and is now proceeding to acquire land for a union station on Summer Street and for railroad connections therewith. The directors are of the opinion that in addition this company would be largely benefited by taking land on Kneeland Street for freight purposes which is now used for passenger business. We have taken and paid for one-fifth of the capital stock of the Terminal Company at a cost of \$100,000. On completion of the Terminal Company's station this company will have valuable real estate in Boston which has been held up to this time in anticipation of the need for new terminals.

The operations, earnings, charges, etc., for four years were as below given. The balance sheet was in the CHRONICLE of August 8, page 227.

OPERATIONS AND FISCAL RESULTS.

| | 1895-96. | 1894-95. | 1893-94. | 1892-93. |
|----------------------------|------------------|------------------|------------------|-------------------|
| Passengers carried | 12,788,327 | 12,151,670 | 12,152,100 | 12,747,833 |
| Passenger mileage | 231,299,424 | 212,832,031 | 215,444,817 | 229,115,445 |
| Freight (tons) car'd. | 4,122,412 | 3,994,340 | 3,900,772 | 4,514,055 |
| Freight (tons) 1 mile | 438,975,620 | 427,085,496 | 428,596,758 | 485,415,100 |
| Earnings— | | | | |
| Passengers | 4,100,816 | 3,809,356 | 3,902,724 | 4,234,029 |
| Freight | 4,134,198 | 4,136,405 | 4,046,900 | 4,853,350 |
| Mail, express, etc. | 1,115,618 | 1,183,105 | 1,240,652 | 1,047,496 |
| Total earnings | 9,350,632 | 9,130,866 | 9,190,276 | 10,169,875 |
| Operating Expenses— | | | | |
| Maint. of way, &c. | 1,753,373 | 1,315,656 | 1,551,875 | 1,898,463 |
| Maint. of equip'm't. | 941,313 | 832,451 | 647,809 | 1,275,495 |
| Transp. expenses | 3,348,603 | 3,585,219 | 4,346,284 | 4,392,173 |
| General and taxes | 885,873 | 848,134 | 174,320 | 183,958 |
| Tot. (incl. taxes) | 6,911,965 | 6,579,361 | 6,720,288 | 7,750,089 |
| Net earnings | 2,438,767 | 2,551,505 | 2,469,988 | 2,419,786 |

INCOME ACCOUNT.

| | 1895-96. | 1894-95. | 1893-94. | 1892-93. |
|----------------------------|------------------|------------------|------------------|------------------|
| Net earnings | 2,438,767 | 2,551,505 | 2,469,988 | 2,419,786 |
| Disbursements— | | | | |
| Rentals paid | 78,000 | 78,000 | 78,000 | 78,000 |
| Interest on debt | 337,980 | 453,150 | 381,410 | 312,900 |
| Dividends (5 p. c.) | 2,000,000 | 2,000,000 | 2,000,000 | 2,000,000 |
| Total disbursements | 2,415,980 | 2,531,150 | 2,459,410 | 2,390,900 |
| Balance, surplus | 22,787 | 20,355 | 10,578 | 28,886 |

Chicago & North Western Railway.

(Report for the year ending May 31, 1896.)

The full report of President Hughtitt will be found on subsequent pages.

The comparative tables for four years, compiled for the CHRONICLE, are as follows, including since Sept. 1, 1891, the Mil. L. S. & West.

OPERATIONS AND FISCAL RESULTS.

| | 1895-96. | 1894-95. | 1893-94. | 1892-93. |
|---------------------|-------------------|-------------------|-------------------|-------------------|
| Miles op. May 31 | 5,031 | 5,031 | 5,031 | 4,273 |
| Operations— | | | | |
| Pass'ger car'd. | 15,241,910 | 15,117,293 | 17,082,400 | 17,191,075 |
| Pass'g'r mileage | 361,600,670 | 340,377,973 | 471,140,333 | 332,762,647 |
| H'te p. pas. p. m. | 2-05 cts. | 2-07 cts. | 1-95 cts. | 2-08 cts. |
| Fht (t'ns) m'vd. | 17,082,389 | 13,822,906 | 12,949,352 | 16,123,679 |
| Fht (t'ns) m'g. | 2372,365,483 | 1713,655,944 | 1939,355,696 | 2290,757,296 |
| H'tep. tonp. m.* | 1-04 cts. | 1-15 cts. | 1-08 cts. | 1-02 cts. |
| Earnings— | | | | |
| Passenger | 7,408,927 | 7,044,691 | 9,226,467 | 7,956,440 |
| Freight | 24,354,632 | 19,454,415 | 21,284,929 | 23,377,715 |
| Mail, exp's, &c. | 1,725,312 | 1,579,268 | 1,474,786 | 1,375,592 |
| Tot. earns. | 33,488,761 | 28,108,374 | 31,986,187 | 32,709,747 |
| Expenses— | | | | |
| Main. of way, &c. | 4,017,433 | 3,278,722 | | |
| Main. of equip. | 4,104,969 | 2,414,470 | | |
| Cond'n tr'ns'p'n | 11,593,665 | 11,165,137 | 19,867,628 | 21,290,963 |
| General | 637,336 | 645,588 | | |
| Taxes | 1,075,569 | 1,007,811 | 1,040,302 | 1,002,190 |
| Total | 21,448,971 | 18,511,728 | 20,907,930 | 22,293,153 |
| Net earnings | 12,039,790 | 9,596,646 | 11,078,252 | 10,416,594 |
| P. c. ex. to earn. | 64-05 | 65-86 | 65-37 | 68-15 |

* On paying freight only.

INCOME ACCOUNT.

| | 1895-96. | 1894-95. | 1893-94. | 1892-93. |
|----------------------------|-------------------|-------------------|-------------------|-------------------|
| Net earnings | 12,039,790 | 9,596,646 | 11,078,252 | 10,416,594 |
| Investments, etc. | 671,638 | 652,274 | 431,673 | 767,635 |
| Total | 12,711,428 | 10,248,920 | 11,509,925 | 11,184,229 |
| Disbursements— | | | | |
| Interest on debt | 7,122,356 | 7,071,135 | 6,975,232 | 6,204,319 |
| Dividends | 3,517,057 | 3,125,546 | 3,906,594 | 3,906,562 |
| Sinking fund | 220,990 | 325,830 | 327,150 | 200,200 |
| Milwaukee fire acct. | | | | 222,970 |
| Total disbursements | 10,860,403 | 10,522,511 | 11,108,976 | 10,533,951 |
| Balance | sur. 1,851,025 | def. 273,591 | sur. 400,949 | sur. 650,278 |

* 5 per cent on common and 7 on preferred.

GENERAL BALANCE SHEET MAY 31.

| | 1896. | 1895. | 1894. | 1893. |
|------------------------|--------------------|--------------------|--------------------|--------------------|
| Assets. | | | | |
| Road and equip'm't. | 170,283,850 | 180,795,491 | 180,209,711 | 165,935,431 |
| B'ld and st'ks and | | | | |
| 'd gr. invest | 36,767,605 | 37,619,746 | 38,696,746 | 37,474,486 |
| Bills and accounts | | | | |
| receivable | 1,777,148 | 1,427,649 | 1,703,003 | 1,989,464 |
| Materials, fuel, &c. | 2,164,195 | 1,866,138 | 1,777,254 | 1,886,959 |
| Cash on hand | 2,748,812 | 2,311,461 | 2,309,607 | 2,793,753 |
| Trustees of sinking | | | | |
| fund | 7,590,936 | 7,201,571 | 6,817,106 | 6,486,181 |
| Total | 221,330,547 | 231,216,956 | 231,510,432 | 216,557,324 |
| Liabilities. | | | | |
| Stock, common | 41,402,866 | 41,387,863 | 41,387,866 | 41,386,836 |
| Stock, preferred | 22,353,455 | 22,333,455 | 22,333,455 | 22,337,455 |
| Stocks of propriet'ry | | | | |
| roads, &c. | | 519,510 | 519,510 | 519,510 |
| Bonded debt | 131,528,500 | 131,664,500 | 130,113,500 | 117,100,500 |
| Bonds on hand fr'm | | | | |
| pur of M. L. & W. R'y | 8,447,000 | 8,508,000 | 8,550,000 | |
| Dividend declared | | | | |
| not due | 1,367,789 | 976,848 | 1,562,435 | 1,562,434 |
| Sink'g f'ds paid and | | | | |
| accr-tions thereto | 7,590,938 | 7,201,571 | 6,817,106 | 6,486,181 |
| Securities for capit'l | | | | |
| stock issued | | 2,334,267 | 2,334,267 | 10,009,823 |
| Securities retired | | | | |
| from income | | 1,136,000 | 890,000 | 640,000 |
| Current bills, pay- | | | | |
| rolls, &c. | 1,972,118 | 1,387,942 | 1,802,232 | 2,390,486 |
| Uncollected coupons, | | | | |
| &c. | 147,895 | 155,614 | 175,748 | 123,356 |
| Due to roads in Iowa | | | 1,440,077 | 1,141,802 |
| Consolidat'n Coal Co | 14,778 | 178,440 | 174,569 | 131,325 |
| Accrued and accru- | | | | |
| ing interest | 1,848,015 | 1,849,134 | 1,846,386 | 1,874,428 |
| Miscellaneous | | 252,803 | 167,525 | 284,429 |
| Land income acct. | 1,805,663 | 3,832,484 | 3,624,345 | 3,403,267 |
| Railr'd income acct | 2,851,533 | 7,492,821 | 7,766,411 | 7,365,462 |
| Total | 221,330,547 | 231,216,956 | 231,510,432 | 216,557,324 |

FREMONT ELKHORN & MISSOURI VALLEY.

The earnings and income accounts of this road have been compiled for four years for the CHRONICLE as below:

EARNINGS AND EXPENSES.

| | 1895-96. | 1894-95. | 1893-94. | 1892-93. |
|-----------------------|------------------|------------------|------------------|------------------|
| Miles operated | 1,301 | 1,301 | 1,301 | 1,301 |
| Earnings from— | | | | |
| Passengers | 504,707 | 516,144 | 623,560 | 734,984 |
| Freight | 2,084,949 | 1,810,285 | 2,354,338 | 2,561,093 |
| Mail, express, etc. | 360,783 | 340,213 | 357,857 | 357,601 |
| Total earnings | 2,950,439 | 2,666,642 | 3,334,755 | 3,653,678 |
| Oper. exp. & taxes | 2,056,769 | 1,973,878 | 2,210,901 | 2,502,442 |
| Net earnings | 893,670 | 692,834 | 1,093,851 | 1,151,236 |

INCOME ACCOUNT.

| | 1895-96. | 1894-95. | 1893-94. | 1892-93. |
|----------------------------|------------------|------------------|------------------|------------------|
| Net earnings | 893,670 | 692,834 | 1,093,851 | 1,151,236 |
| Deduct— | | | | |
| Interest | 1,008,956 | 1,011,531 | 1,014,809 | 1,017,177 |
| Rental S. C. & P. RR. | 13,513 | 13,093 | 13,498 | 13,492 |
| Total disbursements | 1,022,469 | 1,025,029 | 1,028,307 | 1,030,669 |
| Balance | def. 128,799 | def. 332,195 | sur. 65,544 | sur. 120,567 |

Chesapeake & Ohio Railway.

(For the year ending June 30, 1896.)

The remarks of President Ingalls at length, together with the balance sheet and income account, will be found on subsequent pages.

The statistical tables for four years, compiled in the usual complete form for the CHRONICLE, are given below.

OPERATIONS AND FISCAL RESULTS.

| | 1895-96. | 1894-95. | 1893-94. | 1892-93. |
|-------------------------|-------------------|------------------|------------------|-------------------|
| Miles oper. June 30. | 1,360 | 1,360 | 1,363 | 1,278 |
| Equipment— | | | | |
| Locomotives | 355 | 355 | 355 | 355 |
| Passenger cars | 212 | 212 | 212 | 210 |
| Freight, &c., cars | 113,808 | 13,808 | 13,808 | 13,538 |
| Operations— | | | | |
| Passengers carried | 1,957,954 | 1,813,379 | 1,893,215 | 2,466,299 |
| Pass carried one m. | 99,564,173 | 93,268,067 | 105,639,391 | 118,505,564 |
| Rate per pass. perm | 1-952 cts. | 1-950 cts. | 1-905 cts. | 1-983 cts. |
| Freight (tons) car'd | 6,544,835 | 5,871,200 | 4,794,071 | 5,498,981 |
| Freight (tons) one m' | 1,836,024 | *1,720,788 | *1,387,891 | *1,479,437 |
| Rate per ton per m. | 0-426 cts. | 0-425 cts. | 0-478 cts. | 0-511 cts. |
| Earnings— | | | | |
| Passengers | 1,949,790 | 1,847,143 | 2,011,977 | 2,356,975 |
| Freight | 7,810,598 | 7,304,816 | 6,630,201 | 7,565,511 |
| Miscellaneous | 94,938 | 93,938 | 64,997 | 89,306 |
| Express | 115,710 | 113,353 | 100,754 | 206,280 |
| Mail | 250,096 | 236,616 | 236,179 | 118,737 |
| Total | 10,221,131 | 9,596,031 | 9,044,108 | 10,336,810 |
| Expenses— | | | | |
| Maintenance of way | | | | |
| and structures | 1,396,341 | 1,195,903 | 1,129,096 | 1,433,971 |
| Maint. of equipment | 1,427,694 | 1,327,173 | 1,181,890 | 1,458,513 |
| Conduct'g transp. | 2,939,505 | 2,785,756 | 2,577,058 | 3,034,320 |
| General and taxes | 463,592 | 468,012 | 482,066 | 443,324 |
| Traffic expenses | 252,193 | 230,203 | 217,755 | 226,173 |
| Newsp. News & N. Ter. | 317,683 | 295,984 | 292,077 | 355,172 |
| Cov. & Cin. Bridge | 161,163 | 161,497 | 147,185 | 182,787 |
| Total expenses | 6,963,153 | 6,464,528 | 6,027,127 | 7,132,761 |
| Net earnings | 3,257,978 | 3,131,503 | 3,016,981 | 3,204,049 |
| P. c. of exp's to earn. | (63) | (67) | (67) | (69) |

* Three ciphers (000) omitted.

† Also 1 pass. steamer, 3 car floats, 3 ferry boats, 3 tugs, 3 barges.

INCOME ACCOUNT.

| | 1895-6. | 1894-5. | 1893-4. | 1892-3. |
|--------------------------|------------------|------------------|------------------|------------------|
| Deduct— | | | | |
| Interest on bonds..... | 3,126,140 | 3,098,118 | 2,948,112 | 2,738,304 |
| Rentals..... | 935 | 5,914 | 2,622 | ..... |
| Loss on elevator..... | 7,110 | 13,077 | 9,789 | 14,412 |
| Discount, exch., &c..... | ..... | 7,132 | 50,964 | 48,001 |
| Total..... | 3,134,185 | 3,124,241 | 3,011,487 | 2,800,717 |
| Surplus..... | 147,340 | 18,707 | 18,860 | 427,013 |

* Balance at credit of income account June 30, 1896, \$685,083.

ROAD, MAINTENANCE, ETC.

The following table gives various statistics relating to track, equipment, train-loads, maintenance, etc., for fiscal years ending June 30:

| Road— | 1895-6. | 1894-5. | Special statistics for two years— | 1895-6. | 1894-5. |
|---------------------------------|--------------|--------------|--|---------|---------|
| Main line and brchs. owned..... | 1,246 | 1,251 | Average train load— | | |
| Second track owned..... | 82 | 77 | Per freight train mile (tons)..... | 325 | 315 |
| Total owned..... | 1,328 | 1,328 | Per pass'ger train mile (passengers)..... | 40 | 37 |
| Weight of rails: | | | Maint. and renewals of track and bridges— | | |
| 100 lbs. (steel) miles..... | 40 | 20 | Am't per m. of road..... | \$1,051 | 901 |
| 75 lbs. (steel) miles..... | 562 | 501 | New rails, tons laid per mile..... | 7.6 | 3.2 |
| 70 lbs. (steel) miles..... | 95 | 87 | New ties, number laid per mile..... | 336 | 354 |
| 62 lbs. (steel) miles..... | 348 | 397 | Am't spent for main. and renew. of fr'g't cars, aver. per car..... | \$43 | \$43 |
| 56 lbs. (steel) miles..... | 226 | 246 | do per pass. car..... | \$819 | \$804 |
| 50 lbs. (steel) miles..... | 63 | 59 | do per locomot..... | \$1,176 | \$961 |
| Iron rails, miles..... | 18 | 18 | | | |
| Ballast— | | | | | |
| Stone and slag..... | 852 | 857 | | | |
| Cinder..... | 83 | 62 | | | |
| Gravel..... | 247 | 252 | | | |
| Soil..... | 152 | 157 | | | |
| Total..... | 1,334 | 1,328 | | | |

* Exclusive of second track and sidings. † Calculated on 1,328 miles. —V. 62, p. 1086.

Manhattan (Elevated) Railway.

(Report for the year ending June 30, 1896.)

The financial results for three fiscal years are shown below, and also the general balance sheets, as of June 30, 1896 and 1895:

| | 1895-6. | 1894-5. | 1893-4. |
|--|---------------------|---------------------|---------------------|
| EARNINGS, EXPENSES AND CHARGES. | | | |
| Gross earnings..... | 9,256,931 | 9,397,570 | 10,153,576 |
| Operating expenses and taxes..... | 5,530,958 | 5,413,965 | 5,532,040 |
| Net earnings..... | 3,725,973 | 3,983,605 | 4,621,536 |
| Other income..... | 232,520 | 287,135 | 311,678 |
| Total..... | 3,958,493 | 4,270,740 | 4,933,214 |
| Deduct— | | | |
| Interest on bonds..... | 2,161,674 | 2,095,969 | 2,004,554 |
| Rentals..... | ..... | ..... | 2,503 |
| Taxes..... | 678,723 | 652,725 | 593,510 |
| Total..... | 2,840,397 | 2,748,694 | 2,600,567 |
| Balance for dividends..... | 1,118,096 | 1,522,046 | 2,332,647 |
| Dividends paid (6 p. c.)..... | 1,800,000 | 1,800,000 | 1,800,000 |
| Balance..... | def. 681,904 | def. 277,954 | sur. 532,647 |

GENERAL BALANCE SHEETS JUNE 30.

| | 1896. | 1895. |
|---|---------------------|---------------------|
| Assets. | | |
| Cost of road and equipment..... | \$57,892,171 | \$56,585,328 |
| Cost of leases..... | 14,014,000 | 14,014,000 |
| Other permanent investments, real estate..... | 2,568,100 | 2,555,194 |
| Supplies on hand..... | 256,600 | 215,733 |
| Due on account of traffic..... | 8,297 | 17,796 |
| Due by companies and individuals..... | 30,677 | 61,193 |
| Cash on hand..... | 73,600 | 263,650 |
| Loans on call..... | 140,000 | 360,000 |
| Jay Gould suretyship..... | 300,000 | 300,000 |
| Redemp. N. Y. E. RR. 1st 7s & int. thereon..... | 779,465 | 9,178,766 |
| Sundries..... | 461,325 | 43,721 |
| Total assets..... | \$76,524,235 | \$83,595,391 |
| Liabilities. | | |
| Consolidated capital stock..... | \$30,000,000 | \$30,000,000 |
| Funded debt..... | 39,922,000 | 46,596,000 |
| Loans and bills payable..... | 490,000 | ..... |
| Interest on funded debt due and accrued..... | 290,360 | 557,367 |
| Dividends unpaid..... | 7,357 | 18,871 |
| Due for wages and supplies, taxes, etc..... | 706,890 | 598,947 |
| Due companies and individuals..... | 78,501 | 81,724 |
| Convertible bond certificates..... | 52,035 | 74,035 |
| Manhattan Ry. 4 per cent bonds, special..... | 300,000 | 300,000 |
| Sundries..... | 13,738 | 23,200 |
| Profit and loss (surplus)..... | 4,663,344 | 5,345,247 |
| Total liabilities..... | \$76,524,235 | \$83,595,391 |

—V. 63, p. 230.

Cleveland Cincinnati Chicago & St. Louis Ry.

(Year ending June 30, 1896.)

Results for the late fiscal year are reported as follows, compared with previous years:

| | 1895-96. | 1894-95. | 1893-94. |
|-----------------------------------|-------------------|-------------------|-------------------|
| Earnings— | | | |
| Freight..... | 8,576,699 | 8,783,930 | 7,866,967 |
| Passenger..... | 4,035,326 | 3,785,410 | 4,104,769 |
| Mail and express..... | 847,982 | 815,316 | 803,078 |
| Rentals..... | 244,527 | 240,371 | 259,235 |
| Gross earnings..... | 13,704,534 | 13,625,027 | 13,034,049 |
| Operating expenses and taxes..... | 10,293,703 | 10,254,072 | 9,750,504 |
| Net earnings..... | 3,410,831 | 3,370,955 | 3,283,545 |
| Deduct— | | | |
| Interest on bonds..... | 2,639,862 | 2,844,706 | 2,554,235 |
| Rentals..... | 204,647 | ..... | 204,937 |
| Total..... | 2,844,509 | 2,844,706 | 2,759,172 |
| Balance, surplus..... | 586,322 | 526,253 | 524,373 |

—V. 63, p. 189.

GENERAL INVESTMENT NEWS.

Reorganizations, Etc.—Latest Data as to Defaults, Reorganization Plans, Payment of Overdue Coupons, Etc.—All facts of this nature appearing since the publication of the last

issues of the INVESTORS' and STREET RAILWAY SUPPLEMENTS may be readily found by means of the following index. This index does not include matter in to-day's CHRONICLE. Numbers in black-face type under Street Railways refer to Volume 63.

RAILROADS AND MISCEL. CO.'S.

| Volume 63— | Page. |
|--------------------------------|--------------------------|
| American Water Works..... | reorg. 268 |
| Baltimore & Ohio..... | coup. 152, 188 |
| Carolina Knoxv. & Western..... | sold. 188 |
| Chesapeake Ohio & Southw..... | sold. 188 |
| Chester & Lenor..... | reorg. 227 |
| Cincinnati Southern..... | sold. 153 |
| Columbus Hock. V. & Tol..... | plan. 228 |
| Denver Lakewood & Golden..... | reorg. 228 |
| Duluth & Winnipeg..... | sold. 189; plan. 183 |
| Grand Rap. & Ind..... | plan. 153; coup. 229 |
| Houston E. & W. Texas..... | plan. 239 |
| Hudson Tunnel Co..... | plan. 154 |
| Kansas Midland..... | reorg. 224 |
| Mexican Southern..... | plan. 223 |
| Norfolk & Western..... | coup. pur. 189 |
| do do..... | last assess. 154 |
| Northern Pacific..... | sold. 189 |
| do do..... | last assess. 154 |
| Oregon Imp..... | default. 155; reorg. 199 |
| Philadelphia & Reading..... | 3d assess. 199 |
| Port Royal & Augusta..... | sold. 155 |
| St. Louis & San Francisco..... | coup. 155 |
| Tex. Sabine Val. & Northw..... | reorg. 155 |
| Union Pacific..... | coup. 190 |
| United Coal..... | reorg. 230 |

STREET RAILWAYS.

| Volume 62 and 63— | Page. |
|-----------------------------------|---------------------------|
| Augusta Ry. (Ga.)..... | reorg. 115 |
| Chic. & S. S. R. T..... | reorg. 117; sale. 29, 116 |
| Cincinnati Inclined Plane..... | com. 1040 |
| Houston City St. Ry..... | reorg. 229 |
| Hudson Electric Ry..... | reorg. 1139 |
| Lake St. Elevated (Chicago)..... | coup. 949 |
| Joliet Street Ry..... | reorg. 189 |
| Lancaster (Pa.) St. Ry..... | coup. 990 |
| Nashville Traction..... | reorg. 990 |
| Sacramento Elec. P. & L..... | consol. 190 |
| Savannah Electric..... | sale, 15; com. 190 |
| Seattle City Ry..... | sale. 950 |
| Seattle Consol. St. Ry..... | sale. 117 |
| Syracuse Street Ry..... | sale. 270 |
| Syracuse St. Roads..... | reorg. 230, 270 |
| Union Electric (Saratoga)..... | sold. 155 |
| Union St. Ry. (Dover, N. H.)..... | sale. 1140 |
| Zanesville Elec. St. (Ohio)..... | reorg. 190 |

Atlantic Short Line RR.—Not Sold—Owing to the financial depression this road was not sold at auction Aug. 14 as proposed. The upset price was \$210,000.—V. 63, p. 75.

Brigantine Transit.—Sale Postponed.—Reorganization.—Vice Chancellor Reed, at Camden, N. J., Aug. 17, granted the application of the bondholders for a postponement of the sale of the property in order that arrangements might be made for reorganization. Under the plan preferred stock, it is stated, is to be issued to the secured creditors and common stock to the unsecured creditors. The motion for sale will come up a month hence.—V. 63, p. 778.

Duluth-Superior Bridge.—New Bonds.—This company has made a mortgage to the Central Trust Co., trustee, securing \$650,000 of 5 per cent 30-year gold bonds.

Georgia & Alabama Ry.—Consolidation.—The Abbeville & Waycross RR., 23 miles in length, of which control was acquired last January, has been formally merged into the Georgia & Alabama, making the total road owned in fee by that company 288 miles, and operated 363 miles.—V. 63, p. 29.

Manhattan Ry.—Letter from Rapid Transit Commission.—Mr. Orr, President of the Commission, under date of Aug. 6, replied to the company's proposition of June 11 as modified July 15. He says the Commission desires the company to modify its application in various particulars. This, it is understood, the company objects to doing. Mr. Orr's letter touches on the following points:

(1) The Board has no power under the Rapid Transit Law to assure any immunity from claims for damages to a private corporation building and owning a new road or extension of an existing road. (2) This Board is expressly forbidden by statute to grant any right to construct a railroad on the surface of a street. (3) The application includes upwards of thirty miles of new routes; and, if it should be granted to the extent asked, it would practically place the entire future of rapid transit by elevated railroads in New York City in the control of the company. The company will, the Board trusts, amend the application so that the Board may know which of the routes it will accept without regard to the action of the Board on other routes.—V. 63, p. 230.

Reduction of Expenses.—The company has put on trial an automatic registering turnstile or "passimeter," which does away with the ticket and requires but one man to receive the fare and make change. Machines of this kind were introduced on the Brooklyn elevated railroads several years ago. It is claimed that one hundred such machines would reduce expenses \$120,000 per annum. Reduction of expenses is also being made in other ways.

Quarterly.—Earnings for the quarter ending June 30 have been reported as follows. Results for the fiscal year are given on a previous page.

| | 3 months end. June 30— | Gross earnings. | Net earnings. | Other income. | Interest, taxes, etc. for div. | Balance for div. |
|-----------|------------------------|-----------------|---------------|---------------|--------------------------------|------------------|
| 1895..... | \$2,321,813 | \$935,898 | \$42,500 | \$616,799 | \$361,599 | |
| 1896..... | 2,403,987 | 1,004,441 | 89,021 | 713,663 | 379,799 | |

—V. 63, p. 230.

Memphis & Charleston RR.—Reorganization.—Our attention has been called to an item published in the Railway Age of July 17 to the effect that the reorganization of the Memphis & Charleston RR., as proposed by the Iselin Committee under the plan of March 5, 1896, has substantially fallen through. Upon inquiry, we find that this statement is erroneous, and that, on the contrary, the reorganization under the Iselin plan is proceeding with every expectation of successful accomplishment. Out of \$4,524,000 7 per cent bonds (all of which are prior in lien to the 6 per cent bonds) there have been deposited with the committee \$4,448,000 bonds, being more than 98 per cent of the total issue. While permission to participate in the plan was offered to the 6 per cent bonds, the assent of those bonds was never an essential part of the plan, as will be seen upon reference to the following extract therefrom:

Six per cent bonds and stock will be received only subject to the rights of the 7 per cent bonds, and with reference to the committee's ultimate distribution, according to the plan, of income bonds of the new company to be organized by the committee after it shall have purchased the property for the benefit of the 7 per cent bonds.—V. 63, p. 30.

Metropolitan West-Side Elevated RR.—August Coupon Bought.—The earnings were not sufficient to meet in full the August coupon, and arrangement was made with the Central Trust Co., New York, to buy the coupons and to hold the same uncanceled until the company can meet the payment.—V. 61, p. 431.

Mohawk & Malone Ry.—New York Central & Hudson River RR.—*Payment on Incomes.*—Interest at the rate of 2 per cent per annum on the income bonds of the Mohawk & Malone from the net earnings for the year ending June 30, 1896, will be paid at the office of the New York Central on and after Sept. 1, 1896.—V. 61, p. 926.

Morristown & Cumberland Gap RR.—*Not Sold.*—No bid was received at the recent sale large enough to cover the upset price. The road extends from Morristown, Tenn., to a connection with the Knoxville Cumberland Gap & Louisville system, a distance of 43 miles.

Norfolk & Western RR.—*Foreclosure Sales Sept. 15 and Sept. 16.*—The sale of the main line, including the Ohio extension and the Clinch Valley division, under the foreclosure of the consol. mortgage will take place at Norfolk, Va., on Sept. 15. On the following day the Maryland & Washington division will be sold at Roanoke and the Lynchburg & Durham at Lynchburg.—V. 63, p. 189.

Northern Pacific RR.—*Transfer of the Property.*—The deal conveying the Northern Pacific property to the purchasers has been signed and delivered. The property will be turned over on Sept. 1 to the new company.—V. 63, p. 189.

Oregon Railroad & Navigation Co.—*Payment of Interest.*—*New Securities Expected to be ready Oct. 1.*—As already announced, this company has acquired the property of the old Oregon Railway & Navigation Co. Accordingly, on presentation of certificates for deposit of old consols, the New York Security & Trust Co. will pay \$40 75 interest on each \$1,000 bond from June 1, 1895, to June 1, 1896 (the new consol. 4s being entitled to interest from June 1, 1895); also under the plan \$25 for bond interest due Dec. 1, 1893. The United States Trust Co., on presentation of its certificates of deposit for old collateral trust mortgage bonds, will pay \$30 38 interest from June 1, 1895, to June 1, 1896, on \$500 of the consolidated mortgage bonds which the holder of each \$1,000 collateral trust mortgage bond is entitled to receive. It is expected that the bonds, with the first coupon maturing Dec. 1, 1896, and the stock trust certificates, will be ready for delivery Oct. 1.—V. 63, p. 155.

St. Louis & San Francisco RR.—*Assessments Paid.*—The assessment on the 4 per cent consols has practically all been paid in, only about \$6,000 being out. Over 99 per cent of the subscription to the new securities has also been paid. The second instalment was due July 15 and the last instalment on Aug. 15. Under the plan failure to pay instalments when due involves forfeiture of amount already paid. The plan of adjustment with the St. Louis Salem & Arkansas bonds has been assented to by 99 per cent of the holders.—V. 63, p. 270.

Terre Haute & Logansport RR.—*Bondholders' Committee.*—The names of Hon. M. G. Bulkeley, Hartford, and M. L. Scudder, New York, have been added to the Philadelphia Committee referred to in our issue of July 18, page 117.—V. 63, p. 117.

Union Traction—Philadelphia Traction.—*Work Completed.*—The Union Traction Co. under its lease of the Philadelphia Traction agreed to assume all floating debt and the expense of renewals, repairs and extensions then in progress to the extent of \$4,000,000, receiving in return securities in the Philadelphia Traction Treasury. It is now stated that the work provided for under the agreement has been completed at an expenditure of but \$3,750,000, so that the Union Traction Co. is the gainer to the extent of \$250,000 in cash, and has also the old cable power station property on Sansom Street below Ninth, and other properties, which should realize at least \$100,000 more.—V. 63, p. 1042.

United States Rubber.—*Litigation.*—The disagreement with ex-President Banigan culminated Aug. 8, when the ex-President attached the bank deposit of the Woonsocket Rubber Co. (owned by the United States Rubber Co.) to obtain payment of a note for \$100,000 claimed to be due him for advances. The writ is returnable Oct. 3. Subsequently Col. Colt, President of the Woonsocket Rubber Co., brought a cross suit for \$500,000 against Mr. Banigan. The suit in behalf of the Woonsocket Rubber Co. is for Mr. Banigan's share of the \$385,000 of quick assets which the Woonsocket Rubber Co. failed to make good to the U. S. Rubber Co. out of the \$2,100,000 that had been paid for it. That item, approximating \$200,000, is stated to have been guaranteed by Mr. Banigan. It also includes as much more for commissions which were paid to Mr. Banigan in excess of his salary as President, and which the new officers of the Woonsocket Rubber Co. say he was not entitled to have. On Thursday an arrangement was effected by which the funds of the Rubber Company and those of Mr. Banigan in the Rhode Island Hospital Trust Company were released from the attachments placed on them August 8. The rest of the attachments still stand.—V. 62, p. 1083.

Wisconsin Northern Ry.—Chicago & North Western Ry.—*Construction.*—The annual report of the Chicago & North Western which is printed on subsequent pages, contains a number of interesting facts concerning the new line which the company is building under the charter of the Wisconsin Northern Ry. The portion now under construction begins at Gillett, a station on the St. Paul Eastern Grand Trunk, and extends northerly into a timber district 64 miles. First mortgage 4 per cent 35-year bonds will be issued at \$15,000 per mile of completed road.—V. 63, p. 270.

Reports and Documents.

CHICAGO & NORTH WESTERN RAILWAY COMPANY.

ANNUAL REPORT FOR THE THIRTY-SEVENTH FISCAL YEAR ENDING MAY 31ST, 1896.

The business and operations of the Chicago & North Western Railway Company for its thirty-seventh fiscal year ending May 31st, 1896, are respectfully presented in the following report:

MILES OF RAILROAD OPERATED, 5,030 78, being the same as in the last preceding year.

GENERAL RESULT.

| | |
|--------------------------------|-----------------|
| Gross Earnings..... | \$33,488,761 10 |
| All Charges..... | 28,378,587 82 |
| Net Earnings from Traffic..... | \$5,110,173 28 |
| Income from other sources..... | 257,909 00 |
| Total Net Receipts..... | \$5,368,082 28 |
| Dividends..... | 3,517,057 50 |
| Surplus..... | \$1,851,024 78 |

Details of operation:

GROSS EARNINGS.

| | | |
|----------------------------|-----------------|-----------------|
| From Passengers..... | \$ 7,408,827 15 | |
| From Freight..... | 24,354,621 96 | |
| From Express and Mail..... | 1,424,267 63 | |
| From Miscellaneous..... | 301,044 36 | \$33,488,761 10 |

OPERATING EXPENSES AND TAXES.

| | |
|---|-----------------|
| Operating Expenses (60 84-100 p. c.)..... | \$20,373,402 48 |
| Taxes (3 21-100 per cent)..... | 1,075,568 89 |
| Net Earnings over Operating Expenses and Taxes..... | \$12,039,789 73 |

DEDUCT PAYMENTS.

| | |
|---------------------------------|----------------|
| Interest on Bonds..... | \$7,122,355 63 |
| Less credits: | |
| For Int. and Exchange..... | \$ 37,129 18 |
| From Investments..... | 376,900 00 |
| | 413,729 18 |
| Net Interest Charges..... | \$6,708,626 45 |
| Sinking Funds..... | 220,990 00 |
| | 6,929,616 45 |
| Net Results from Traffic..... | \$5,110,173 28 |
| Other Income..... | 257,909 00 |
| Total Net from all sources..... | \$5,368,082 28 |

DIVIDENDS.

| | |
|--|----------------|
| Seven per cent on Preferred Stock..... | \$1,563,975 00 |
| Five per cent on Common Stock..... | 1,953,082 50 |
| Surplus..... | \$1,851,024 78 |

COMPARISON WITH PRECEDING YEAR.

FISCAL YEARS ENDING MAY 31ST, 1896, COMPARED WITH 1895.

| | For 1896. | For 1895. | Increase. |
|---------------------------|-------------------------------|-------------------------------|-----------------|
| | Average miles oper. 5,030-78. | Average miles oper. 5,030-78. | |
| Passenger Earnings..... | \$7,408,827 15 | \$7,044,691 43 | \$364,135 72 |
| Freight Earnings..... | 24,354,621 96 | 19,484,415 06 | 4,870,206 90 |
| Exp. & Mail Earnings..... | 1,424,267 63 | 1,297,716 23 | 126,551 40 |
| Miscellaneous Earns..... | 301,044 36 | 281,551 71 | 19,492 65 |
| Totals..... | \$33,488,761 10 | \$28,108,374 43 | \$5,380,386 67 |
| Gross Earnings, 1896..... | | | \$33,488,761 10 |
| Gross Earnings, 1895..... | | | 28,108,374 43 |

| | |
|-----------------------------------|-----------------|
| Increase, 19 14/100 per cent..... | \$5,380,386 67 |
| Operating Expenses, 1896..... | \$20,373,402 48 |
| Operating Expenses, 1895..... | 17,503,917 35 |

| | |
|-----------------------------------|----------------|
| Increase, 16 39/100 per cent..... | \$2,869,485 13 |
| Taxes, 1896..... | \$1,075,568 89 |
| Taxes, 1895..... | 1,007,811 22 |

| | |
|----------------------------------|----------------|
| Increase, 6 72/100 per cent..... | \$67,757 67 |
| Net Interest on Bonds, 1896..... | \$6,708,626 45 |
| Net Interest on Bonds, 1895..... | 6,663,767 40 |

| | |
|--------------------------------|--------------|
| Increase, 97 100 per cent..... | \$44,859 05 |
| Sinking Funds, 1896..... | \$220,990 00 |
| Sinking Funds, 1895..... | 325,830 00 |

| | |
|--|----------------|
| Decrease..... | \$104,840 00 |
| Increase in Income from Investments..... | \$13,001 50 |
| Total Net Income, 1896..... | \$5,368,082 28 |
| Total Net Income, 1895..... | 2,511,955 96 |

| | |
|-----------------------------------|----------------|
| Increase, 88 22/100 per cent..... | \$2,516,126 32 |
|-----------------------------------|----------------|

MILES OF RAILROAD.

The amount of railroad comprising the system of the Chicago & North Western Railway operated during the year and covered by this report was 5,030.78 miles, consisting of

| | |
|--|-----------------|
| Chicago & North Western Railway..... | 3,782.29 miles. |
| Winona & St. Peter Railway..... | 448.48 " |
| Dakota Central Railway..... | 723.93 " |
| Princeton & Western Railway..... | 16.06 " |
| Total owned..... | 4,970.76 " |
| St. Paul Eastern Grand Trunk Railway, leased line taken over from M. L. S. & W. Railway..... | 60.02 " |
| Road operated..... | 5,030.78 " |

These lines are, for convenience of operation, classified into nine Grand Divisions as follows: Galena Division, 405.76 miles; Iowa Division, 618.43 miles; Northern Iowa Division, 545.91 miles; Wisconsin Division, 556.85 miles; Madison Division, 509.27 miles; Ashland Division, 757.71 miles; Peninsula Division, 464.44 miles; Winona & St. Peter Division, 448.48 miles and the Dakota Division, 723.93 miles. The system lies in seven States, to-wit: In Illinois, 593.97 miles, or 11 81-100 per cent; in Iowa, 1,163.12 miles, or 23 12-100 per cent; in Wisconsin, 1,579.62 miles, or 31 40-100 per cent; in Michigan, 521.19 miles, or 10 36-100 per cent; in Minnesota, 414.47 miles, or 8 24-100 per cent; in South Dakota, 744.13 miles, or 14 79-100 per cent, and in North Dakota, 14.28 miles, or 28-100 per cent.

In addition to this total there were 396.28 miles of second main track all laid with steel upon the various divisions, making the aggregate of main and second track operated 5,427.06 miles. Upon the main line of 5,030.78 miles the amount laid with steel was 4,732.67 miles, or 94 7-100 per cent on May 31st, 1896. The length of sidings and spur tracks not included in the foregoing statement was 1,610.67.

CAPITAL STOCK.

The amount of Capital Stock on May 31st, 1896, was...\$63,756,320 53
The amount of same on May 31st, 1895, was..... 63,726,320 53

Increase during the year..... \$30,000

This increase consisted of \$15,000 of Common Stock and \$15,000 of Preferred Stock, issued for conversion of \$30,000 Peninsula RR. of Michigan First Mortgage Bonds.

DESCRIPTION OF CAPITAL STOCK OUTSTANDING MAY 31, 1896.

Common Stock.....\$39,069,257 92
Preferred Stock..... 22,349,660 00

\$61,418,917 92

STOCK OWNED BY THE COMPANY.

Common Stock.....\$2,333,608 05
Preferred Stock..... 3,794 56

2,337,402 61

Total.....\$63,756,320 53

FUNDED DEBT.

The funded debt was decreased \$136,000 during the year by the following payments and changes.

BONDS RETIRED AND CANCELED.

M. L. S. & W. R'y Equipment Bonds of 1885.... \$2,000 00
M. L. S. & W. R'y Hurley & Ont. Branch B'ds... 29,000 00
C. & N. W. R'y Co. Six per cent Sinking Fund
Bonds of 1879..... 59,000 00
C. & N. W. R'y Co. Five per cent Sinking Fund
Bonds of 1879..... 66,000 00
Peninsula RR. of Michigan First Mortg. Bonds 30,000 00

Less..... \$186,000 00

INCREASE OF BOND ACCOUNT.

C. & N. W. R'y Co. Consolidated Sinking Fund
Currency Bonds issued in lieu of Peninsula
Bonds canceled.....\$30,000 00
M. L. S. & W. Extension and Improvement
Bonds on hand, transferred from Purchase
Account to Funded Debt..... 20,000 00

50,000 00

Net decrease.....\$136,000 00

The total of Funded Debt on May 31st, 1896, was...\$131,528,500 00
And the total on May 31st, 1895, was..... 131,664,500 00

Decrease..... 136,000 00

These totals of funded debt include the live bonds held in the various sinking funds, which amounted to \$2,712,500 on May 31st, 1896, and to \$2,512,500 on May 31st, 1895.

PASSENGER TRAFFIC.

The revenue from passengers was \$7,408,827 15 and constituted 22 13-100 per cent of the entire gross earnings, against revenue of \$7,044,691 43 in the preceding year, being a gain of \$364,135 72, equal to 5 17-100 per cent, as follows: Increase of revenue from first-class, \$233,892 39, or 4 73-100 per cent; decrease from second-class, \$825 62, or 2 60-100 per cent; increase from round-trip and excursion passengers, \$100,913 31, or 10 71-100 per cent; increase from commutation passengers, \$26,310 28, or 2 40-100 per cent, and increase in parlor car receipts, \$3,845 36, or 12 22-100 per cent.

The number of all classes carried was 15,241,910 and the number in the preceding year 15,117,298. An increase during the year of 124,612 passengers, equal to 82-100 per cent; the number carried one mile was 361,600,670, against 340,377,973 in previous year, an increase of 21,222,697, or 6 24-100 per cent.

The average number of miles that each passenger was carried was 23 72-100; the average number carried per train, per mile run, was 37 26-100; the average number per car, per mile run, was 11 60-100; and the average rate received per passenger per mile was 2 5-100 cents, against 2 7-100 cents in the preceding year, a decrease of 2-100 of a cent, equal to 97-100 per cent. This slight decrease in revenue per passenger per mile on the total number of passengers carried was equal to \$75,103 49.

The average amount received from each passenger was 49 cents, an increase over amount in previous year of 2 cents per passenger, or 4 26-100 per cent.

FREIGHT TRAFFIC.

The amount of freight earnings was.....\$24,354,621 96
And the amount in the preceding year was..... 19,484,415 06

Increase, 25 per cent..... \$4,870,206 90

The number of tons of freight carried was 17,082,389, against 13,822,906 tons in the preceding year, being an increase of 3,259,483 tons, or 23 58-100 per cent; the number of tons carried one mile was 2,372,365,483, and in the previous year 1,713,655,944, an increase of 658,709,539 ton-miles, or 38 44-100 per cent; the average number of miles each ton was carried was 138 88-100, and in the previous year 123 97-100, an increase of 14 91-100 miles, or 12 3-100 per cent; the average tons per train were 141 13-100, an increase of 24 25-100 tons, or 20 75-100 per cent; and the tons per loaded car per mile run were 10 46-100, an increase of 15 7-100 per cent.

The average rate received per ton of freight carried was \$1 43, against \$1 41 in the previous year, an increase of 1 42-100 per cent; the average rate received per ton per mile was 1 3-100 cents, and the average of the previous year was 1 14-100 cents, a decrease of 11-100 cents, equal to 9 65-100 per cent.

This decrease in revenue per ton per mile on the entire tonnage carried was equal to \$2,619,377 05 in the earnings of the year.

PERFORMANCE OF ENGINES.

The mileage performed shows an increase in all branches of service compared with the mileage of 1894-5. In passenger service the increase was 244,456 miles, or 2 53-100 per cent; in freight service the increase was 2,147,290 miles, or 14 65-100 per cent; in switching mileage the increase was 749,961 miles, or 11 97-100 per cent; and in gravel train mileage the increase was 299,750 miles, or 62 30-100 per cent. Total miles run during the year were 34,307,596, being an increase of 3,441,457 miles, or 11 15-100 per cent.

The amount expended was, for wages of enginemen, firemen, wipers, &c., \$2,532,167 08; for fuel, \$2,078,307 59; for oil and waste, \$80,743 98, and for repairs and supplies, \$1,425,774 69; total, \$6,116,993 34, equal to 30 2-100 per cent of the entire operating expenses. The cost per mile run was, for enginemen, firemen, wipers, &c., 7 38-100 cents; for fuel, 6 6-100 cents; for oil and waste, 23-100 of a cent, and for repairs and supplies, 4 16-100 cents; total cost per mile run, 17 83-100 cents.

The average number of miles run to one ton of coal or cord of wood was 25 56-100, an increase of 1 20-100 miles, or 4 93-100 per cent; to one pint of oil, 17 95-100, an increase of 1 7-100 miles, or 6 34-100 per cent; and to one pound of waste, 183 59-100 miles, an increase of 27 9-100 miles, or 17 31-100 per cent.

The coal used by engines was 1,326,968 tons, being 83,953 tons, or 6 75-100 per cent more than in the preceding year; and the quantity of wood used was 15,554 cords, a decrease of 8,219 cords, or 34 57-100 per cent. The average cost of coal was \$1 54 per ton, and of wood \$2 28 per cord, being a reduction of 31 cents per ton, or 16 76-100 per cent in coal, and 43 cents per cord in wood, or 15 87-100 per cent.

ROADWAY AND TRACK.

Renewals and repairs of roadway and track required the expenditure of the gross sum of \$3,080,217 42, against which were credits of \$307,669 78 for value of old rails taken up and \$40,153 20 for other old track material sold, leaving the net expenditure for this important department of maintenance at \$2,732,394 44.

The leading items included 25,236 tons of steel rail laid in the track, 304 tons of iron rail and 1,284,655 cross-ties, being an increase of 4,836 tons rails and 222,967 cross-ties over the quantities used in the preceding year. Other miscellaneous track materials were used amounting to \$216,368 40 and the large sum of \$1,838,709 17 was expended for labor in laying rails and general repairs to track.

The further sum of \$607,980 45 was paid for repairs of bridges, culverts, fences, road-crossings, signs and cattle guards, the principal part of which, amounting to \$318,488 51, went for labor and the balance—\$289,491 94, for materials.

These outlays have kept the property in excellent condition.

ROLLING STOCK.

Liberal expenditures have been incurred to increase the effectiveness and economy of the service by the renewal and improvement of the company's rolling stock, especially in respect to rebuilding and replacing its freight equipment with large cars of modern build and capacity fitted with appliances of air brakes and automatic couplers, and by adding to the efficiency and strength of the motive power large engines of the highest type and most approved construction.

The engines purchased for renewals were 24 new passenger engines of the best construction and 10 new switch engines, which took the place of 34 engines worn out and destroyed; the number of engines renewed and partially rebuilt in the company's shops and restored in good condition was 553.

The net expenditures on account of engines was \$1,393,643, of which amount the sum of \$319,788 32 was paid for replacements and \$1,073,854 68 for renewals and repairs.

The whole locomotive equipment consists of 1,010 engines, the same as in the preceding year, but improved by the new engines supplied for replacements.

For renewals, repairs, replacements and improvement of car equipment the net sum of \$2,185,781 12 was expended, of which amount \$1,850,973 01 was paid for maintenance of freight equipment and \$334,808 11 for maintenance of passenger equipment. Replacements of the freight equipment

consisted of the purchase of 1,125 box cars, 250 stock cars and 460 iron-ore cars, at a cost of \$854,586 04; they also include 82 flat cars, 16 gondola cars, 23 stock cars, 7 furniture cars, 6 refrigerator cars, 16 caboose cars and one ore car, built in the company's shops at a cost of \$60,025 27; total of replacements, \$914,611 31; the further sum of \$936,361 70 was expended in renewals and repairs of freight equipment, including \$139,254 46 for air brakes and automatic couplers, and \$797,107 24 was paid for general repairs and renewals.

These several amounts make the total sum of \$3,579,424 12 expended during the year for improvement and maintenance of rolling stock, including new cars and engines supplied for replacements and charged to operating expenses.

Additions to rolling stock charged to construction consisted of 300 box freight cars, 100 furniture cars, 150 refrigerator cars, 2 combination cars, 2 buffet cars, 4 mail cars, 2 milk cars, one special horse car, and expenditures for applying steam heat and gas apparatus to passenger equipment, the whole amounting to \$354,850 74; the total number of cars added being 561.

The decrease in the number of cars during the year consisted of 2 officers' cars, 84 ditching cars taken out of service and broken up; 1,203 small four-wheeled iron ore cars of old pattern were superseded by 401 standard eight-wheeled iron-ore cars of improved construction and equal capacity. This change makes a net reduction of 802 in the number of small iron-ore cars, but economizes the service and sustains the carrying capacity of the iron-ore equipment; the total number of cars was decreased 888; total number added, 561, as above shown, making a net decrease of 327 cars.

The total number of cars of all classes and descriptions on May 31st, 1896, in the schedule of equipment published with this report is 35,911, against 36,238 shown in last preceding year, a decrease of 327 cars, as above explained.

GENERAL REMARKS.

A comparative summary of operating expenses for the years ending May 31st, 1895, and May 31st, 1896, shows as follows:

| | 1895-6. | 1894-5. | Inc. 1895-6. |
|---------------------------|-----------------|-----------------|----------------|
| Maintenance of Way.... | \$4,017,432 92 | \$3,278,721 53 | \$738,711 39 |
| Maintenance of Equip'm't. | 4,104,968 90 | 2,414,469 68 | 1,690,499 22 |
| Conducting Transp'n. | 11,593,665 07 | 11,165,137 91 | 428,527 16 |
| General Expenses..... | 657,335 59 | 645,588 23 | 11,747 36 |
| Totals..... | \$20,373,402 48 | \$17,503,917 35 | \$2,869,485 13 |

This increase of \$2,869,485 13 consists, approximately, of \$1,676,465 62 of material and \$1,193,019 51 of labor.

The ratio of operating expenses to gross earnings was 60 84-100 per cent, and including taxes was 64 5-100 per cent, against 62 27-100 per cent and 65 86-100 per cent respectively in the preceding year.

The average gross earnings per mile of road were \$6,656 77, against \$5,587 28 in the preceding year, an increase of \$1,069 49 per mile, equal to 19 14-100 per cent. Operating expenses and taxes per mile were \$4,263 55 against \$3,679 69 in the previous year, an increase of \$583 86, or 15 86 per cent, and net earnings per mile were \$2,393 22, against \$1,907 59 in preceding year, an increase of \$485 63 or 25 46-100 per cent.

The company's land-grant lands in the State of Wisconsin, comprising the remainder of the Wisconsin grant, now consist of about 284,000 acres, mostly of timber lands, lying in more or less-scattered locations throughout the grant and are, from their remoteness from lines of communication, of low practical value and unavailable for profitable development. The demand for these lands by reason of their inaccessibility has for several years been light and the net returns from sales of small account against taxation and the care of the property.

The multiplied uses to which the timber product upon these lands, once they are opened up, can be applied, renders the question of their occupation and settlement and their capability to furnish a considerable amount of transportation of much interest to the future revenue of the company.

With the view of enhancing their value and utilizing their product, the Board of Directors, in 1894, authorized the survey and location of a branch line of railroad into this timber district, in anticipation of constructing about sixty miles in 1895. The matter was deferred until the last year, when an organization was formed under the laws of Wisconsin, known as the Wisconsin Northern Railway Company, to construct a railroad from a point of connection with the Chicago & North Western Railway at or near the station of Big Sumico in Brown County, Wisconsin, and running in a north-westerly and northerly direction through parts of Brown, Oconto, Shawano, Forest and Florence counties to the boundary line between the States of Wisconsin and Michigan, an approximate distance of 115 miles.

The road will be constructed in the interest of the Chicago & North Western Railway Company and the work advanced only as the interest and convenience of the company shall justify. The portion now under construction begins at a point on the St. Paul Eastern Grand Trunk Railroad at or near Gillett station and extends northerly therefrom a distance of 64 miles. Provision has been made by the Wisconsin Northern Railway Company to meet the cost of construction by the issue of its first mortgage four per cent bonds, running thirty-five years, at the rate of \$15,000 per mile, as the work shall be completed. The amount expended reimbursable to the Chicago & North Western Railway Company on account of this construction up to May 31st, 1896, was \$69,253 41. It is believed that the opening up of this neglected body of lands will furnish an increasing tonnage to

the branch and main line from timber products and manufactures, and that a considerable tract of good agricultural land will ultimately be redeemed from the forest and brought under cultivation.

The total charges made to construction and equipment account during the year for additions to the property were less than the surplus income derived from earnings, and amounted to \$1,601,198 70. The items were: for amount expended for new second main tracks on the Wisconsin, Iowa and Madison divisions, \$248,957 19; for additional real estate, \$122,563 89; for new cars (not replacements) added to equipment, \$354,850 74; for account of track elevation on the Galena division in Chicago, \$310,968 65; for amount advanced on account of the Wisconsin Northern Railway line building into the land-grant timber lands of the company in Wisconsin, \$69,253 41; for 66 35-100 miles of new railroad laid as side tracks, \$299,093 80; and for miscellaneous improvements of permanent character added to the property \$195,511 02.

The operations of the land department will be found in the separate report of the Land Commissioner annexed hereto. The sales amounted to 39,458 6-100 acres and 358 lots, for the consideration of \$312,940 17, upon the usual terms of cash payments and time instalments. There were 16,162 32-100 acres sold from the Minnesota grant at the average price of \$9 88 per acre; 21,477 64-100 acres from the Michigan grant at the average of \$4 79 per acre; 207 50-100 acres from the Wisconsin grant at the average of \$1 82 per acre; and 1,610 60-100 acres were sold from the Ashland Division lands.

The quantity of lands held under the several grants on May 31st, 1896, consisted of 226,798 84-100 acres carried under contracts of sale and 698,391 92-100 acres of unsold lands; total 925,190 76-100 acres.

Receipts on account of the Minnesota grant from cash sales, advance payments, collections of deferred payments on prior sales, interest, etc., were encouraging during the year, being in excess of the amounts of the two preceding years, and mark the improved conditions arising from better crops.

The total amount remaining unpaid on May 31, 1896, on outstanding contracts for lands and lots sold from the various grants and properties was \$1,109,588 72.

The cash receipts on account of miscellaneous land sales were \$5,305 98, credited to construction, and the net amount received from all other sales was \$444,746 16 credited to Land Income Account.

The surplus earnings of the company, after the payment of the cost of operating and all fixed and current charges of each year, have annually been credited to Income Account, and such accumulations have in a series of years reached the total sum of \$7,492,821 23, which was the amount that stood to the credit of Income Account on May 31st, 1895, and \$6,492,313 25 of the same was, during the last year, transferred and credited to cost of the property. Other accumulations and balances derived from net receipts of sales of land-grant lands and from sales of lands and lots of the town-lot companies, and income realized from bridge tolls and trackage, and from various miscellaneous sources represented by different accounts of the company and its proprietary properties, aggregated the further net sum of \$4,019,327 93 on May 31st, 1896, inclusive of the balances of these accounts for the last fiscal year. The aggregate of these two principal sums amounted to \$10,511,641 18 on May 31st, 1896.

In view of these accumulations the Board of Directors during the year authorized the officers to revise the several general accounts and to eliminate and write off such of them as represented no avails or resources of the company, but which had been carried on the books and balance sheets as nominal accounts opened and continued for convenience of recording the transactions between this company and its proprietary lines and the affiliated properties that composed its system.

This revision has resulted in crediting to the "Cost of Property," as shown in the "Condensation of General Balance Sheets" published with this report, the sum of \$10,511,641 18, of which amount \$6,492,313 25 was transferred from Income Account and is shown in the Income Statement for the year, also herewith published, and the balance of \$4,019,327 93 was made up by transfers and balances of other accounts which were closed up and eliminated or were reduced on the books and balance sheets.

| | |
|--|------------------|
| The Cost of the Property, as shown on May 31st, 1895, was..... | \$180,795,491 09 |
| And the cost of the same on May 31st, 1896, was..... | 170,283,849 91 |

Reduction..... \$10,511,641 18

This reduction in the cost of the property as shown in the General Balance Sheet compared with the preceding year is not the same amount as the difference in the footings of the balance sheets of the two years, inasmuch as such footings are further affected by changes in current debits and credits entering into the whole class of accounts, including the last year's operation.

For further detailed information of the business of the year reference is made to the accounts, tables and statistics in the pamphlet report, including the report of the Land Commissioner and the report of the Fremont Elkhorn & Missouri Valley Railroad Company.

MARVIN HUGHITT, *President.*

Office of the
CHICAGO & NORTH WESTERN RAILWAY COMPANY,
July 31st, 1896.

CHESAPEAKE & OHIO RAILWAY.

ANNUAL REPORT FOR YEAR ENDING JUNE 30, 1896.

To the Stockholders:

Pursuant to the By-Laws, the Annual Report is submitted as follows:

EARNINGS AND EXPENSES.

The gross earnings and expenses of the Company, and the mileage operated during the year ending June 30th, 1896, compare with the four previous years as follows (cents being omitted):

| Year ending June 30. | 1892. | 1893. | 1894. | 1895. | 1896. |
|---|------------|------------|------------|------------|------------|
| Miles operated..... | *993 | *1192.5 | *1278.1 | *1275.9 | *1275.9 |
| | \$ | \$ | \$ | \$ | \$ |
| Gross earnings..... | 9,004,599 | 10,336,810 | 9,044,108 | 9,596,030 | 10,221,181 |
| Operating Expenses: | | | | | |
| Maint. and Taxes.... | 6,731,731 | 7,132,760 | 6,027,127 | 6,464,527 | 6,963,152 |
| | (75 p. c.) | (69 p. c.) | (67 p. c.) | (67 p. c.) | (68 p. c.) |
| Net..... | 2,272,867 | 3,204,049 | 3,016,980 | 3,131,502 | 3,257,978 |
| Interest on Funded Debt, Loss on Grain Elevator, &c., Less Net Income from other Sources..... | 1,881,548 | 2,780,259 | 3,002,920 | 3,112,706 | 3,110,637 |
| Sur. over all Charges.. | 391,319 | 423,790 | 14,060 | 18,796 | 147,341 |

* Also 84.5 miles between Orange and Washington, operated under trackage agreement.

The Company has also operated its own line by way of Lexington into Louisville since the 1st of April, but the earnings and expenses of that division have been kept separately. So far the contract has not proved a burden, and we believe that it will be a profitable one in the future.

The freight earnings of the Company were the largest in its history, but the passenger earnings were less than the Exposition years of 1892-93. The combined earnings were larger than in any year except 1893. The net earnings were the largest in the history of the Company. After charging out the slight loss on the grain elevator and the proportion of bond discount for the year, there is a net surplus to be carried forward to Profit and Loss of \$147,341 05 in excess of all fixed charges. The results are very gratifying when we consider that it has not been a favorable year for the greater part of the traffic carried by this Company.

The earnings per passenger per mile have decreased slightly; but owing to the increase in business and the increase of mail and express pay, there is about 5 per cent increase in the earnings per passenger train mile.

The tons of freight carried have increased, but the rate per ton has been very low, the rate on seaboard coal averaging 2.53 mills per ton per mile, as against 2.93 mills last year; this is due to the competition for that business which lasted for nine months of the year. Since the first of April rates on this class of business have been somewhat better, and if the agreement now in effect can be maintained there will be a large increase in this rate for the coming year. The average amount received per ton per mile for other coal is practically the same as the year before. The rate per ton per mile on freight other than coal shows a slight increase; the total results being, as will be observed by the statistics (page 24 pamphlet report), that we have the low rate of 4.26 mills per ton per mile on all freight as against 4.25 mills the year before. Notwithstanding this low rate of freight, the Company has earned per mile run by its freight trains \$1 33 3-10, against \$1 33 6-10 last year; due to the fact that it has increased its tonnage per train from 315 to 325 tons, the exceptionally low grades of the line enabling the Company to haul this enormous average tonnage per train mile.

The physical condition of the property has been fully maintained and improved. The Company has had no Construction Account during the year in the Operating Department, and the policy heretofore established of charging all additions and betterments to operating expenses has been continued.

The Company has purchased and charged to expenses seven new locomotives to replace seven old ones that were worn out and destroyed; it has also purchased 201 new freight cars and built 19 at its own shops to replace cars destroyed. The excellent condition of the freight equipment may be understood from the statement that of the 13,808 cars belonging to the Company on the 30th of June, only 316 (or less than 2 1/2 per cent of the equipment) were in the shops or yards undergoing repairs.

Included in the operating expenses of the year are the following additional items, viz.:—\$51,302 77 for the construction of 6 4-10 additional miles of sidings (the Company really built 14 2-10 miles of new sidings, but 7 8-10 were taken up, leaving a net increase of 6 4-10 miles); \$79,724 20 for 5 7-10 miles of double track; \$49,016 48 for improvements at Maysville, Ky., preparatory to extending a double track through that city in the future; \$17,505 44 for a new paint shop at Richmond; \$5,436 53 for a new car shop at Clifton Forge, making altogether an expenditure in these items alone of \$202,785 42.

A full schedule of the items which have been charged to expenses for improvements during the year may be found in the Report of the General Manager annexed.

In addition to this, the Company laid 10,000 tons of new rails, at a cost of \$129,223 06. The Company had a very

favorable contract for rails, brought forward from the previous year, and if the same weight of rail had been laid as was used many years ago (when the old rail was laid) there would have been but little charge, as most of the old rails were sold at prices nearly equal to that paid for the new rail; but owing to the fact that a portion of the new rails were 100 pounds to the yard and the remainder 75 pounds to the yard (being the main line standard adopted since the re-organization in 1888), while the old rails taken up averaged only about 55 pounds, there was left the large sum stated above, which was charged out to expenses. It is far in excess of the ordinary charge, and your management would not have laid such a large amount if it had not been that it wanted to take advantage of its favorable contract for the purchase of rails.

There has been added to the "Cost of Road" \$168,048 79, of which \$18,065 62 was for the cost of changing the Kentucky & South Atlantic R'y (19.5 miles) from narrow to standard gauge, and the balance has been almost entirely for the settlement of the construction accounts of the Craig Valley branch and Ohio & Big Sandy Railroad, and for real estate on the Cincinnati division.

The details of the additions to the cost of road and equipment are as follows:

| The Cost of Road and Equipment on 30th June, 1895, was..... | \$123,569,643 88 |
|--|------------------|
| During the year there has been added, for the following items: | |
| Purchase of Old Securities..... | \$23,522 88 |
| Settlement of Claims against Receivers of Richmond and Alleghany RR. Co., subject to which the property was acquired..... | 7,054 45 |
| Settlement of Old Claims for Damages for Right of Way, and for the purchase of Real Estate on Cincinnati Division and Ohio River Bridge..... | 28,495 85 |
| Change of Gauge K. and S. A. Ry..... | 13,065 62 |
| Settlement of Construction Account of Craig Valley Branch..... | 41,647 13 |
| Settlement of Construction Account of Ohio & Big Sandy Railroad..... | 49,262 68 |
| | 168,048 79 |
| Making Total Cost of Road and Equipment on 30th June, 1896, as per Balance Sheet..... | \$123,737,692 67 |

There is no new work in progress upon the line, and it is not the intention of the management at present to undertake any.

The output and distribution of coal for the last year, as compared with the previous year, have been as follows:

| KIND OF COAL. | 1895. | 1896. |
|---|-------------|-------------|
| | Tons gross. | Tons gross. |
| Cannel..... | 23,794 | 16,968 |
| Gas..... | 628,218 | 628,960 |
| Splint and Block..... | 546,547 | 563,648 |
| New River, etc..... | 1,981,901 | 2,150,537 |
| Coke..... | 269,861 | 396,153 |
| Total..... | 3,450,321 | 3,756,266 |
| | 1895. | 1896. |
| | Tons gross. | Tons gross. |
| DISTRIBUTION OF ABOVE. | | |
| Fuel for use of Company..... | 474,045 | 515,546 |
| Delivered Cincinnati Division and K. & M..... | 936,933 | 1,010,673 |
| Delivered on line of B. S. & Lex. Divisions..... | 103,028 | 129,700 |
| Delivered on line of C. & O., except Richmond..... | 335,597 | 405,851 |
| Delivered at Clifton Forge to Jas. River Div. for all points except Richmond..... | 108,460 | 161,698 |
| Delivered at Charlottesville to connecting lines..... | 50,950 | 61,970 |
| Delivered at R. F. & P. Jct. to R. F. & P. RR..... | 26,975 | 25,574 |
| Delivered at Richmond for consumption, including Tugs, Dredges, etc..... | 139,811 | 132,664 |
| Delivered at Newport News, Norfolk, etc. for consumption..... | 37,780 | 68,391 |
| Shipped at Newport News wharves..... | 1,236,742 | 1,244,199 |
| Total..... | 3,450,321 | 3,756,266 |

This shows a very healthy increase, viz.: 305,945 tons, or about 9 per cent, and is almost entirely in Western coal and that delivered along the line of the railway; the tidewater business remaining stationary.

During the years of 1891, 1892 and 1893 the Company subscribed to various enterprises to secure their location upon the line of the road, some of which have proved unprofitable, and in order to clean up the books there has been charged off to Profit and Loss Account during the year \$115,211 on this account.

The Chesapeake & Ohio Steamship Company has been operated with freedom from accident during the year, but owing to the continued low rates prevailing there has been no income received from the investment of this Company in its stock. The payments to the Steamship Company, for which this Company is responsible under the contract, have been deducted from the Railway Company's earnings; the amount charged off for this purpose during the fiscal year being \$174,511 40. In addition to this, under the contract of the Railway Company with the Steamship Company, it was obligated to purchase and retire certain of its mortgage bonds, and the amount of such purchase has hitherto been carried as an investment account; but your Board, on reflection, thought that 40 per cent of this amount (or the percentage of the Company which was owned by foreign stockholders) should be charged to the earnings of this year, and they have therefore, in addition to the regular subsidy, charged off against earnings \$39,138 60, making altogether the sum of \$213,650 00 which during the year has been charged to earnings on account of the Steamship Company.

The interest charges for the coming fiscal year, 1896-97 (including interest on the 4½ per cent bonds now in the treasury), will be as follows:

| Amount of Security. | Character of Security. | Rate Per Cent. | Interest. |
|---------------------|--|----------------|-------------|
| \$23,553,000 | 1st Consolidated Mortgage Bonds..... | 5 | \$1,177,650 |
| 23,081,000 | General Mortgage Bonds..... | 4½ | 1,038,645 |
| 2,287,000 | Purchase Money Funding Bonds..... | 6 | 137,220 |
| 2,000,000 | 1908 A Bonds..... | 6 | 120,000 |
| 2,000,000 | 1911 Bonds..... | 6 | 120,000 |
| 142,000 | 1922 Bonds..... | 6 | 8,520 |
| 6,000,000 | R. & A. 1st Mortgage Bonds..... | 4 | 240,000 |
| 1,000,000 | R. & A. 2d Mortgage Bonds..... | 4 | 40,000 |
| 650,000 | Craig Valley Branch 1st Mort. Bonds..... | 5 | 32,500 |
| 170,000 | New River Bridge Bonds..... | 6 | 10,200 |
| 81,200 | Manchester Bonds..... | 8 & 5 | 5,416 |
| 400,000 | Warm Springs Valley Bonds..... | 5 | 20,000 |
| 3,007,000 | E. L. & B. S. RR. Bonds..... | 5 | 150,350 |
| 370,000 | Greenbrier & New River RR. Bonds..... | 5 | 18,500 |
| 269,000 | Buckingham Railroad Bonds..... | 5 | 13,450 |
| 17,000 | Equipment Bonds..... | 6 | 1,020 |
| \$65,077,200 | Total..... | | \$3,133,471 |

This shows an increase of \$7,330 80 over the charges for the last year.

The financial condition of the Company at the close of the year, June 30th, 1896, was as follows: It owes of bills payable \$575,000 00, of which \$125,000 00 are on account of the investment in Steamship Company's debentures, which it expects to sell; and the remainder, namely, \$450,000 00 represents a part of the Equipment Notes and Car Trust Bonds paid off during the last two years. These loans are on long time, with a portion of the \$1,074,000 00 4½ per cent bonds in the treasury as collateral. It owes on audited vouchers prior to June 1st, 1896, only \$339,001 86. There has been written off for the fiscal year just ended \$7,109 71, the proportion of bond discount under the plan established by your Directors last year.

There are some things which are encouraging for the coming year. The arrangement between the railways known as the Joint Traffic Association, to which this Company became a party, has been in effect for the last six months, and is accomplishing all that its friends expected of it in the way of maintenance of rates, and is proving of inestimable service both to shippers and to the railways. It has not succeeded in advancing rates, nor was it expected it would; but it has enabled the railways to get their tariff rates and to adjust their expenses under the new order of things. If it receives the proper encouragement of the various railway lines in the future, it will each year accomplish more and more and will tend to bring about a better understanding between the railways and the public they serve.

As previously stated, an arrangement for the maintenance of rates has been entered into between the large companies transporting bituminous coal to tidewater, which ought to enable your Company and the other carriers during the coming year to realize a reasonable revenue from that traffic. As will be seen by the statistics, the rate upon this traffic during the past year has been at the extraordinarily low average of a quarter of a cent per ton per mile. A very slight increase of rate on this million tons of freight would produce large results and yet would not be oppressive to the public.

The local business of the Company is improving and gives great promise whenever the general business of the country shall revive.

Your attention is invited to the Balance Sheet and other detailed statements of the Auditor and also to the Report of the General Manager, attached, which, it is believed, give as full an account of the operations of the year and of the present condition of the Company as it is possible to submit in a report of this nature.

It is with great pleasure that the management comments upon the remarkable success of the Transportation Department during the year, as evinced by the regularity of its trains and freedom from accident, and the thanks of the Company are given to the operating officers and employes for their faithful and efficient work.

By order of the Board of Directors.

M. E. INGALLS,
President.

CINCINNATI, O., July 29th, 1896.

COMPARATIVE STATEMENT OF EARNINGS AND EXPENSES FOR THE YEARS ENDING JUNE 30.

| | 1894. | 1895. | 1896. |
|--------------------------------------|------------------|------------------|------------------|
| Earnings— | | | |
| Passenger..... | 2,011,977 | 1,847,148 | 1,949,789 |
| Freight..... | 6,630,201 | 7,304,815 | 7,810,597 |
| Miscellaneous..... | 64,997 | 93,597 | 94,938 |
| Express..... | 109,753 | 113,852 | 115,710 |
| Mail..... | 236,178 | 236,616 | 250,095 |
| Total earnings..... | 9,044,108 | 9,596,030 | 10,221,131 |
| Expenses— | | | |
| Maintenance of Way..... | 1,129,095 | 1,195,903 | 1,396,341 |
| Equipment..... | 1,181,890 | 1,327,173 | 1,427,694 |
| Conducting Transportation..... | 2,577,058 | 2,785,756 | 2,939,505 |
| General Expenses and Taxes..... | 482,066 | 468,011 | 468,592 |
| Traffic..... | 217,755 | 230,202 | 252,192 |
| Newport News and Norfolk Term'l..... | 292,076 | 295,984 | 317,663 |
| Covington and Cincinnati Bridge..... | 147,185 | 161,496 | 161,163 |
| Total Expenses..... | 6,027,127 | 6,464,527 | 6,963,152 |
| Net earnings..... | 3,016,980 | 3,131,502 | 3,257,978 |

STATEMENT OF PROFIT AND LOSS ACCOUNT FOR YEAR ENDING 30TH JUNE, 1896.

| Cr. | |
|---|-----------------|
| By Balance from 30th June, 1895..... | \$652,903 93 |
| " Gross Earnings..... | \$10,221,131 42 |
| Less Expenses and Taxes..... | 6,963,152 69 |
| " Net Earnings from Operation..... | \$3,257,978 73 |
| " Income from other sources..... | 23,547 56 |
| Total Income..... | \$3,281,526 29 |
| Dr. | |
| To Interest Charges..... | \$3,126,140 20 |
| " Loss on Grain Elevator..... | 935 33 |
| " Bond Discount..... | 7,109 71 |
| Total Deductions from Income..... | 3,134,185 24 |
| Net Income for Year ending 30th June, 1896..... | 147,341 05 |
| Balance in Account 30th June, 1896..... | \$800,244 98 |
| From which deduct for certain unprofitable investments and sundry old accounts made in 1891, '92 and '93..... | 115,211 35 |
| Balance to Credit in New Account 30th June, 1896..... | \$685,033 63 |

CONDENSED BALANCE SHEET JUNE 30, 1896.

| Dr. | |
|--|------------------|
| To Cost of Road & Equip., incl. Franch's and Ownership in Mays. & Big S. RR. Co., Cov. & Cin. Br. Co., Eliz. L. & B. S. RR. Co., O. & B. Sandy RR. Co. and K. & So. Atl. Ry. Co..... | \$123,737,692 67 |
| Cost of Greenbrier & New R'v. RR. Sundry Construction Accounts..... | 400,000 00 |
| Cost of C. & O. S. S. Co. Securities..... | 107,182 05 |
| Cost of Sundry Securities in Treas'y C. & O. 4½ p. c. bonds in Treasury..... | \$803,394 82 |
| | \$42,577 64 |
| | 1,074,000 00 |
| Special Cash deposit to pay Coup's..... | 276,263 26 |
| Cash in hands of Treasurer..... | 81,524 84 |
| Material and Supplies on hand..... | 229,989 67 |
| Amounts due from Agents and Conductors and Current Accounts..... | 869,309 17 |
| Amounts due from Coal Agencies..... | 131,772 32 |
| Discount on 4½ per cent Bonds sold pro rata proportion of which is chargeable annually to Profit and Loss until maturity of Bonds..... | 675,422 89 |
| Kinnicconick & Freestone RR. Co..... | 16,165 24 |
| Total..... | \$129,245,294 57 |

| Cr. | |
|-----------------------|-----------------|
| By Capital Stock: | |
| First Preferred..... | \$32,500 00 |
| Second Preferred..... | 28,900 00 |
| Common..... | 60,493,000 00 |
| Funded Debt: | \$60,554,400 00 |

| | |
|--|-----------------|
| 5% 1st Con. Mort. Gold Bonds..... | \$23,553,000 00 |
| 4½% Gen. Mort. Gold Bonds..... | 23,081,000 00 |
| 6% P. M. Gold Bonds, due 1898..... | 2,287,000 00 |
| 6% Gold Bonds, due 1908..... | 2,013,479 17 |
| 6% Gold Bonds, due 1911..... | 2,000,000 00 |
| 6% Gold Bonds, due 1922..... | 142,000 00 |
| 4% 1st Mort. Gold Bonds, R. & A. Div., due 1989..... | 6,000,000 00 |
| 4% 2d Mort. Gold Bonds, R. & A. Div., due 1989..... | 1,000,000 00 |
| 5% 1st Mort. Gold Bonds, E. L. & B. S., due 1902..... | 3,007,000 00 |
| 5% 1st Mort. Gold Bonds, Craig Valley Br., due 1940..... | 650,000 00 |
| 5% 1st Mort. Gold Bonds, Warm Springs Br., due 1941..... | 400,000 00 |
| 5% 1st Mort. Buckingham RR. Bonds, due 1942..... | 269,000 00 |
| 5% 1st G. & N. RR. bonds due 1942..... | 370,000 00 |
| 6% 1st Mort. New River Bridge Bonds, due, 1898..... | 170,000 00 |
| 8% Manchester City Bonds..... | 45,200 00 |
| 5% Manchester Improv't Bonds..... | 36,000 00 |
| 6% Equipment Bonds..... | 17,000 00 |
| Equipment Notes..... | 241,266 71 |
| Sundry Special Accounts..... | 65,281,945 88 |
| Bills payable (including \$125,000 acc't C. & O. S. S. Co. Debentures), to be paid for out of proceeds of sale of 4½% Bonds owned by the Co..... | 214,830 89 |
| Unpaid Coupons, including Coupons due July 1st, 1896..... | 575,000 00 |
| Accrued Interest on Funded Debt..... | \$277,942 76 |
| Audited Vouchers prior to month of June, 1896..... | 683,389 81 |
| Audited Vouchers (including Pay Rolls payable in July) for month of June, 1896..... | 339,001 86 |
| | 633,749 74 |
| Profit and Loss..... | 1,934,084 17 |
| Total..... | 685,033 63 |

Total.....\$129,245,294 57

L. F. SULLIVAN, Auditor.

RICHMOND, VA., July 27, 1896.

—City of Enfaula, Ala., 6 per cent gold bonds are offered for sale by Messrs. Sperry, Jones & Co., Baltimore. See advertisement in another column.

—The Third National Bank, Boston, offer at 101¼ and accrued interest the 4½ per cent gold bonds of the City of Duluth. See particulars in the advertisement in our Municipal Department.

—The stockholders of the Minneapolis & S. Louis RR. Co. will hold their annual meeting in the city of Minneapolis, Minnesota, on Tuesday, October 6, 1896. The transfer books close from the evening of September 5 to October 7.

The Commercial Times.

COMMERCIAL EPITOME

FRIDAY NIGHT, Aug. 21, 1896.

A much improved feeling has been apparent in both financial and commercial circles. The shipment of gold from Europe to New York has had a favorable influence. Furthermore, confidence in the success of the sound money party at the coming Presidential election has been growing steadily, and in mercantile circles trade has begun to show signs of reviving, although merchants naturally have continued to pursue a conservative policy in their operations. It is expected that the pending negotiations over the Venezuela boundary dispute will lead to an early and satisfactory settlement. Crop prospects in the main have been favorable, although there has been further talk of damage to the cotton crop in the Southwest by lack of moisture.

Lard on the spot has continued in moderately active demand for export and prices have further advanced, closing steady at 38 3/4c. for prime Western, 35c. for prime City and 42 1/2c. for refined for the Continent. There has been a further advance in the market for lard futures, as the continued export demand stimulated a demand from "shorts" to cover contracts, and there has also been buying by outsiders for investment. The close was steady.

DAILY CLOSING PRICES OF LARD FUTURES.

| | | | | | | |
|------------------|-----------|-----------|------------|-----------|------------|-----------|
| September.....c. | Sat. 3:55 | Mon. 3:80 | Tues. 3:75 | Wed. 3:70 | Thur. 3:75 | Fri. 3:75 |
|------------------|-----------|-----------|------------|-----------|------------|-----------|

The demand for pork has been very moderate, but offerings have been limited and prices have held steady, closing at \$8 25 for old mess and \$8 50@\$8 75 for new do.; \$9 50@\$11 for family and \$8@\$9 75 for short clear. Cut meats have been quiet, but owing to a sharp advance in the price of hogs prices for pickled bellies have been slightly higher, closing at 5@5 1/2c. for pickled bellies, 12@10 lbs. average, pickled hams, 9 1/4@9 3/4c. and pickled shoulders 3 3/4@3 1/2c. Beef has been quiet and unchanged, closing at \$6 50@\$7 for mess, \$7@\$8 for packet, \$8@\$9 for family and \$11@\$12 for extra India mess. Beef hams have been dull at \$14 50@\$15. Tallow has been in demand for export and the price has improved slightly, closing firm at 3 1/4c. Oleo-stearine has been quiet but steady at 4c.; lard stearine has been active; shippers have been buyers and the close was firm at 4 1/4@4 1/2c. Cotton-seed oil has been quiet but steadier, closing at 19@20c. for prime crude and 23@23 1/4c. for prime yellow. Butter has been in moderate demand, and the close was firm at 11 1/2@16c. for creamery. Cheese has been firmer but quiet, closing at 5@8 1/2c. for State factory, full cream. Fresh eggs have been firm for choice, closing at 14c. for choice Western.

Coffee of Brazil growth has had only a very limited call, but as there has been less pressure to sell by primal markets prices have held steady, closing at 10 3/4c. for Rio, No. 7. A limited amount of business has been transacted in the mild grades and prices have ruled steady, closing at 14 1/2c. for good Cucuta and 22 1/2c. for standard Java. The market for contracts has been quiet, but as advices from Brazil and Europe have been steadier prices have advanced slightly. The close was easy under realizing sales.

The following were the final asking prices:

| | | | | | |
|-----------|---------|----------|--------|------------|--------|
| Aug..... | 10-10c. | Nov..... | 9-25c. | Feb..... | 9-15c. |
| Sept..... | 9-75c. | Dec..... | 9-15c. | March..... | 9-15c. |
| Oct..... | 9-50c. | Jan..... | 9-15c. | April..... | 9-15c. |

The market for raw sugars has been quiet, as refiners have bought slowly, but European advices have been steady and prices have been without changes at 3 3/4c. for centrifugals 96 deg. test and 3c. for muscovado. Refined sugar has declined 1/8@3-16c. At the lower prices a moderate business has been transacted; granulated quoted at 4 3/4c. Teas have been quiet and barely steady.

Kentucky tobacco has been in more active demand and firm; crop advices have been less favorable; sales 200 hhd. Seed leaf tobacco has been in slightly better request and steady. Sales for the week were 1,450 cases, as follows: 250 cases 1893 crop, Pennsylvania Havana, 10 1/2@12c.; 100 cases 1893 crop, Pennsylvania seed, 10@10 1/2c.; 200 cases 1894 crop, Pennsylvania Havana, 10@11c.; 250 cases 1894 crop, Zimmer's, 11@11 1/2c.; 100 cases 1893 crop, Zimmer's, 10@11c.; 100 cases 1894 crop, Little Dutch, 9@9 1/2c.; 150 cases 1893 crop, Ohio seed, 10@11c.; 100 cases 1893 crop, Wisconsin, 9 1/2c., and 200 cases sundries, 6@17c.; also 800 bales Havana, 40@85c., and 200 bales Sumatra, 75c.@\$1 40 in bond.

The market for Straits tin has been quiet and early in the week prices declined in response to weaker foreign advices. Subsequently there was a recovery and the close was steady 13-35@13-40c. Ingot copper has been quiet but steadier, closing at 10-75@11c. for Lake. Lead has been dull and prices have declined, closing quiet at 2-65@2-67 1/2c. for domestic. Spelter has also been weaker, closing dull at 3-70@3-75c. Pig iron has been quiet and easy at unchanged quotations, closing at \$10 25@12 50 for domestic.

Refined petroleum has been unchanged, closing at 6-65c. in bbls., 4-15c. in bulk and 7-55c. in cases; crude in bbls. has been nominal; naphtha dull at 7 1/2c. Crude certificates have been neglected but the close was quoted higher at \$1 06 1/2 bid. Spirits of turpentine has been easier, closing at 24@24 3/4c. Rosins have been in moderate export demand and steady at \$1 57 1/2@1 60 for common and good strained. Wool has been dull but more steadily held. Hops have been quiet and unchanged.

COTTON.

FRIDAY NIGHT, August 21, 1896.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening the total receipts have reached 36,961 bales, against 16,370 bales last week and 4,930 bales the previous week, making the total receipts since the 1st of Sept., 1895, 5,269,199 bales, against 7,872,291 bales for the same period of 1894-5, showing a decrease since Sept. 1, 1895, of 2,603,092 bales.

| Receipts at— | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. | Total. |
|-------------------|-------|-------|-------|-------|--------|-------|--------|
| Galveston..... | 829 | 2,401 | 4,260 | 2,790 | 2,647 | 2,085 | 15,012 |
| Tex. City, &c. | ..... | ..... | ..... | ..... | ..... | 75 | 75 |
| New Orleans... | 1,852 | 2,535 | 3,196 | 1,232 | 1,439 | 421 | 10,675 |
| Mobile..... | 93 | 18 | 25 | 158 | 59 | 165 | 518 |
| Florida..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Savannah..... | 996 | 456 | 1,380 | 916 | 1,153 | 2,130 | 7,031 |
| Brunsw'k, &c. | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Charleston..... | 140 | 175 | 760 | 105 | 404 | 716 | 2,300 |
| Pt. Royal, &c. | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Wilmington..... | 10 | 55 | 19 | 20 | 4 | 73 | 181 |
| Wash'ton, &c. | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Norfolk..... | 32 | 10 | 265 | 14 | 65 | 315 | 701 |
| West Point..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| N'port N., &c. | ..... | ..... | ..... | ..... | ..... | 127 | 127 |
| New York..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Boston..... | ..... | 50 | 10 | 15 | 6 | ..... | 81 |
| Baltimore..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Philadelph'a, &c. | 20 | ..... | 43 | 102 | 13 | 82 | 260 |
| Tot'ls this week | 3,972 | 5,700 | 9,958 | 5,352 | 5,790 | 6,189 | 36,961 |

The following shows the week's total receipts, the total since Sept. 1, 1895, and the stock to-night, compared with last year.

| Receipts to Aug. 21. | 1895-96. | | 1894-95. | | Stock. | |
|----------------------|------------|---------------------|------------|---------------------|---------|---------|
| | This Week. | Since Sep. 1, 1895. | This Week. | Since Sep. 1, 1894. | 1896. | 1895. |
| Galveston... | 15,012 | 949,452 | 716 | 1,657,927 | 21,218 | 9,625 |
| Tex. C., &c. | 75 | 113,725 | ..... | 74,005 | ..... | ..... |
| New Orleans... | 10,675 | 1,780,681 | 665 | 2,579,454 | 26,463 | 71,643 |
| Mobile..... | 518 | 196,445 | 30 | 238,662 | 3,392 | 3,538 |
| Florida..... | ..... | 33,894 | ..... | 25,402 | ..... | ..... |
| Savannah..... | 7,031 | 762,912 | 579 | 942,456 | 9,904 | 4,247 |
| Br'wick, &c. | ..... | 115,384 | ..... | 152,809 | 452 | ..... |
| Charleston.. | 2,300 | 282,670 | 41 | 427,626 | 11,903 | 18,739 |
| P. Royal, &c. | ..... | 77,513 | ..... | 161,561 | ..... | ..... |
| Wilmington. | 181 | 171,172 | 15 | 234,518 | 1,160 | 1,559 |
| Wash'n, &c. | ..... | 767 | ..... | 928 | ..... | ..... |
| Norfolk..... | 701 | 338,942 | 100 | 470,307 | 2,056 | 7,114 |
| West Point.. | ..... | 143,639 | ..... | 236,214 | 50 | 200 |
| N'p't N., &c. | 127 | 27,396 | ..... | 42,983 | ..... | ..... |
| New York... | ..... | 53,149 | ..... | 137,107 | 63,471 | 166,363 |
| Boston..... | 81 | 127,169 | 159 | 166,757 | 2,000 | 2,900 |
| Baltimore... | ..... | 43,901 | 278 | 119,818 | 3,321 | 6,560 |
| Philadel., &c. | 260 | 45,388 | 132 | 153,757 | 4,085 | 5,633 |
| Totals..... | 36,961 | 5,263,199 | 2,715 | 7,872,291 | 154,975 | 298,621 |

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

| Receipts at— | 1896. | 1895. | 1894. | 1893. | 1892. | 1891. |
|---------------|--------------|----------|-----------|-----------|-----------|-----------|
| | Galves'n &c. | 15,087 | 716 | 6,484 | 2,615 | 3,888 | 12,804 |
| New Orleans | 10,675 | 665 | 5,473 | 3,605 | 5,276 | 8,027 |
| Mobile..... | 518 | 30 | 93 | 162 | 91 | 1,034 |
| Savannah... | 7,031 | 579 | 637 | 2,444 | 941 | 5,825 |
| Chas'ton, &c. | 2,300 | 41 | 40 | 243 | 228 | 893 |
| Wilm'ton, &c. | 181 | 15 | 14 | 26 | 43 | 44 |
| Norfolk..... | 701 | 100 | 801 | 1,802 | 207 | 725 |
| W. Point, &c. | 127 | ..... | 26 | 505 | 642 | 1,088 |
| All others... | 341 | 569 | 554 | 1,032 | 562 | 939 |
| Tot. this wk. | 36,961 | 2,715 | 14,122 | 12,434 | 11,878 | 31,429 |
| Since Sept. 1 | 5,269,199 | 7872,291 | 5,945,910 | 5,095,392 | 7,131,009 | 6,968,010 |

The exports for the week ending this evening reach a total of 13,829 bales, of which 10,987 were to Great Britain, 275 to France and 2,567 to the rest of the Continent. Below are the exports for the week and since September 1, 1895.

| Exports from— | Week Ending Aug. 21, 1896. | | | | From Sept 1, 1895, to Aug. 21, 1896. | | | |
|-------------------|----------------------------|--------|------------|-------------|--------------------------------------|---------|------------|------------|
| | Great Brit'n. | France | Continent. | Total Week. | Great Britain. | France | Continent. | Total. |
| Galveston..... | ..... | ..... | ..... | ..... | 438,137 | 95,450 | 164,634 | 698,221 |
| Tex. City, &c. | ..... | ..... | ..... | ..... | 39,620 | 4,599 | 42,377 | 86,596 |
| New Orleans... | 8,176 | ..... | ..... | 6,176 | 705,423 | 306,951 | 591,405 | 1,603,778 |
| Mobile & Pen. | ..... | ..... | ..... | ..... | 89,663 | ..... | 29,947 | 119,610 |
| Savannah..... | ..... | ..... | ..... | ..... | 35,388 | 26,399 | 304,331 | 366,116 |
| Brunswick..... | ..... | ..... | ..... | ..... | 50,381 | ..... | 23,959 | 74,340 |
| Charleston*.. | ..... | ..... | ..... | ..... | 93,144 | ..... | 178,442 | 276,586 |
| Wilmington... | ..... | ..... | ..... | ..... | 40,053 | 1,770 | 90,708 | 132,531 |
| Norfolk..... | ..... | ..... | ..... | ..... | 36,715 | ..... | 17,107 | 53,822 |
| West Point.... | ..... | ..... | ..... | ..... | 9,930 | ..... | ..... | 9,930 |
| N'p't News, &c. | ..... | ..... | ..... | ..... | 14,629 | ..... | ..... | 14,629 |
| New York..... | 1,769 | 275 | 2,342 | 4,386 | 370,856 | 30,571 | 297,147 | 698,792 |
| Boston..... | 3,042 | ..... | 25 | 3,067 | 273,498 | ..... | 3,333 | 276,331 |
| Baltimore..... | ..... | ..... | 200 | 200 | 58,027 | 2,018 | 87,684 | 147,929 |
| Philadelph'a, &c. | ..... | ..... | ..... | ..... | 9,233 | ..... | 35,909 | 45,142 |
| Total..... | 10,987 | 275 | 2,567 | 13,829 | 2,239,694 | 467,968 | 1,367,201 | 4,074,863 |
| Total 1894-95. | 3,587 | 419 | 4,013 | 8,019 | 8,477,774 | 924,214 | 1,367,201 | 10,871,194 |

* Including Port Royal.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Lambert & Barrows, Produce Exchange Building.

| Aug. 21 at— | ON SHIPBOARD, NOT CLEARED FOR— | | | | | Leaving stock. |
|-----------------|--------------------------------|---------|---------------|-------------|--------|----------------|
| | Great Britain. | France. | Other Foreign | Coast-wise. | Total. | |
| New Orleans... | 3,833 | 1,114 | 3,258 | None. | 8,205 | 18,258 |
| Galveston..... | 6,818 | None. | 99 | 1,227 | 8,144 | 13,074 |
| Savannah..... | None. | None. | None. | None. | None. | 9,904 |
| Charleston..... | None. | None. | None. | 600 | 600 | 11,303 |
| Mobile..... | None. | None. | None. | None. | None. | 3,392 |
| Norfolk..... | None. | None. | None. | None. | None. | 2,056 |
| New York..... | 11,800 | 250 | 1,150 | None. | 13,200 | 55,271 |
| Other ports.... | 1,500 | None. | None. | None. | 1,500 | 10,068 |
| Total 1896... | 23,951 | 1,364 | 4,507 | 1,827 | 31,649 | 123,326 |
| Total 1895... | 6,012 | 100 | 1,335 | 837 | 8,284 | 290,337 |
| Total 1894... | 4,268 | 303 | 7,639 | 675 | 12,885 | 156,949 |

Speculation in cotton for future delivery has continued active and prices have fluctuated within a wide range, with the weather advices from the South the principal factor governing the course of values. Saturday prices advanced slightly and Monday there was a fairly steady improvement on report of crop damage in the Southwest by lack of moisture and also in response to stronger advices from Liverpool, accompanied with buying orders. Tuesday the market was buoyant and prices showed a net advance for the day of 27 to 33 points. Crop advices were unfavorable and foreign advices were stronger. While the demand for spot cotton in the Liverpool market was slow, it was rumored that there was considerable buying for the account of foreign spinners at the South and this added strength to the market. Wednesday there was a weaker market and prices declined 15 to 23 points. Advices from the Southwest reported rains, and foreign advices were disappointing. This, together with the steadily increasing receipts, which is taken as a positive evidence of an early crop, prompted free selling by "longs" to realize profits and values were depressed. Thursday the market was weaker during early Change under predictions of rains in Arkansas, Mississippi and Tennessee, and disappointing foreign advices. Subsequently, however, there was an advance on unfavorable crop accounts and reports that the rainfall had been disappointing. The close was very steady, with prices up 14@18 points for the day. To-day the market opened excited and 15 to 21 points higher in response to decidedly stronger foreign advices and on continued dry weather at the South; then reacted 6 to 9 points under realizing sales by "longs." Later in the day, however, there was renewed buying on unfavorable crop advices and prices improved, closing barely steady at an advance of 24@29 points for the day. Cotton on the spot has been quiet. Tuesday there was an advance of 1/4c., followed on Wednesday by a decline of 1/8c., but Thursday it was recovered. To-day the market was 3-16c. higher, closing quiet at 8 5/8c. for middling uplands.

The total sales for forward delivery for the week are 1,247,400 bales. For immediate delivery the total sales foot up this week 6,771 bales, including — for export, 2,471 for consumption, — for speculation and 4,300 on contract. The following are the official quotations for each day of the past week—August 15 to August 21.

On the basis of the rates on and off middling as established by the Revision Committee, the prices for a few of the grades would be as follows:

| UPLANDS. | Sat. | Mon | Tues | Wed | Th. | Fri. |
|--------------------|--------------------|--------|-------|-------|-------|-------|
| | Good Ordinary..... | 7 1/16 | 7 1/8 | 7 1/8 | 7 1/8 | 7 1/8 |
| Low Middling..... | 7 1/16 | 7 1/8 | 7 1/8 | 7 1/8 | 7 1/8 | 7 5/8 |
| Middling..... | 8 3/16 | 8 3/8 | 8 3/8 | 8 3/8 | 8 3/8 | 8 5/8 |
| Good Middling..... | 8 5/16 | 8 5/8 | 8 5/8 | 8 5/8 | 8 5/8 | 8 7/8 |
| Middling Fair..... | 9 1/16 | 9 1/8 | 9 1/8 | 9 1/8 | 9 1/8 | 9 5/8 |

| GULF. | Sat. | Mon | Tues | Wed | Th. | Fri. |
|--------------------|--------------------|--------|-------|-------|-------|-------|
| | Good Ordinary..... | 7 1/16 | 7 1/8 | 7 1/8 | 7 1/8 | 7 1/8 |
| Low Middling..... | 8 1/16 | 8 1/8 | 8 1/8 | 8 1/8 | 8 1/8 | 8 5/8 |
| Middling..... | 8 1/16 | 8 1/8 | 8 1/8 | 8 1/8 | 8 1/8 | 8 5/8 |
| Good Middling..... | 8 3/16 | 8 3/8 | 8 3/8 | 8 3/8 | 8 3/8 | 8 7/8 |
| Middling Fair..... | 9 1/16 | 9 1/8 | 9 1/8 | 9 1/8 | 9 1/8 | 9 5/8 |

| STAINED. | Sat. | Mon | Tues | Wed | Th. | Fri. |
|---------------------------|-------------------|---------|---------|-------|-------|-------|
| | Low Middling..... | 6 15/16 | 6 15/16 | 7 1/8 | 7 1/8 | 7 1/8 | 7 3/8 |
| Middling..... | 7 1/16 | 7 1/8 | 7 1/8 | 7 1/8 | 7 1/8 | 7 5/8 |
| Strict Middling..... | 7 31/32 | 7 31/32 | 8 1/8 | 8 1/8 | 8 1/8 | 8 3/8 |
| Good Middling Tinged..... | 8 3/16 | 8 3/8 | 8 3/8 | 8 3/8 | 8 3/8 | 8 5/8 |

MARKET AND SALES.

The total sales of cotton on the spot and for future delivery each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

| SPOT MARKET CLOSED. | SALES OF SPOT AND CONTRACT. | | | | | Sales of Futures. |
|---------------------|-----------------------------|-------------|-------------|-------------|--------|-------------------|
| | Ex- port. | Con- sumpt. | Spec- ul' n | Con- tract. | Total. | |
| Sat'day..... | | 248 | ..... | ..... | 248 | 77,400 |
| Monday..... | | 505 | ..... | 3,800 | 4,305 | 149,100 |
| Tuesday..... | | 100 | ..... | 200 | 300 | 302,800 |
| Wed'day..... | | | | 300 | 300 | 237,400 |
| Th'day..... | | 1,118 | ..... | ..... | 1,118 | 205,700 |
| Friday..... | | 500 | ..... | ..... | 500 | 275,000 |
| Total..... | | 2,471 | ..... | 4,300 | 6,771 | 1,247,400 |

THE SALES AND PRICES OF FUTURES at New York are shown in the following comprehensive table.

| Market, Prices and Sales of FUTURES. | Market, Prices and Total Sales. | | DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH. | | | | | | | | | | | |
|--------------------------------------|---------------------------------|------------|---|-----------|-----------|-----------|-----------|-----------|--------|-------|-------|-------|--|--|
| | August. | September. | October. | November. | December. | January. | February. | March. | April. | May. | June. | July. | | |
| Saturday, Aug. 15— | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Sales, total..... | 77,400 | 1,800 | 9,300 | 4,000 | 30,400 | 28,800 | 7,680 | 2,000 | ..... | ..... | ..... | ..... |  |  |
| Prices paid (range)..... | 7.50@7.90 | 7.50@7.61 | 7.50@7.69 | 7.53@7.63 | 7.58@7.71 | 7.60@7.73 | 7.68@7.73 | 7.78@7.82 | ..... | ..... | ..... | ..... |  |  |
| Closing..... | Steady. | 7.58 | 7.64 | 7.61 | 7.67 | 7.69 | 7.73 | 7.78 | ..... | ..... | ..... | ..... |  |  |
| Monday, Aug. 17— | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Sales, total..... | 149,100 | 3,000 | 22,900 | 8,200 | 41,400 | 68,600 | 1,500 | 2,900 | ..... | ..... | ..... | ..... |  |  |
| Prices paid (range)..... | 7.66@8.05 | 7.66@7.74 | 7.75@7.82 | 7.69@7.78 | 7.72@7.84 | 7.75@7.88 | 7.82@7.91 | 7.85@7.96 | ..... | ..... | ..... | ..... |  |  |
| Closing..... | Steady. | 7.75 | 7.77 | 7.77 | 7.83 | 7.87 | 7.91 | 7.90 | ..... | ..... | ..... | ..... |  |  |
| Tuesday, Aug. 18— | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Sales, total..... | 302,800 | 6,300 | 34,500 | 21,100 | 98,300 | 124,200 | 4,800 | 9,500 | ..... | ..... | ..... | ..... |  |  |
| Prices paid (range)..... | 7.78@8.33 | 7.78@8.05 | 7.98@8.14 | 7.98@8.11 | 8.14@8.15 | 8.18@8.19 | 8.01@8.24 | 8.05@8.29 | ..... | ..... | ..... | ..... |  |  |
| Closing..... | Flrm. | 8.06 | 8.07 | 8.08 | 8.09 | 8.18 | 8.23 | 8.28 | ..... | ..... | ..... | ..... |  |  |
| Wednesday, Aug. 19— | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Sales, total..... | 237,400 | 5,300 | 31,400 | 10,600 | 76,300 | 100,900 | 2,600 | 4,900 | ..... | ..... | ..... | ..... |  |  |
| Prices paid (range)..... | 7.80@8.29 | 7.80@8.00 | 7.92@8.07 | 7.89@8.01 | 7.94@8.10 | 7.98@8.14 | 8.08@8.13 | 8.08@8.24 | ..... | ..... | ..... | ..... |  |  |
| Closing..... | Steady. | 7.91 | 7.92 | 7.92 | 7.97 | 7.98 | 8.01 | 8.11 | ..... | ..... | ..... | ..... |  |  |
| Thursday, Aug. 20— | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Sales, total..... | 205,700 | 4,800 | 21,900 | 16,100 | 69,500 | 71,100 | 8,01 | 13,000 | ..... | ..... | ..... | ..... |  |  |
| Prices paid (range)..... | 7.85@8.33 | 7.85@8.07 | 7.90@8.14 | 7.86@8.10 | 7.91@8.13 | 7.98@8.19 | 8.01@8.23 | 8.05@8.29 | ..... | ..... | ..... | ..... |  |  |
| Closing..... | Steady. | 8.07 | 8.07 | 8.09 | 8.14 | 8.18 | 8.22 | 8.23 | ..... | ..... | ..... | ..... |  |  |
| Friday, Aug. 21— | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |
| Sales, total..... | 275,000 | 2,800 | 38,500 | 21,900 | 84,100 | 102,900 | 3,000 | 8,435 | ..... | ..... | ..... | ..... |  |  |
| Prices paid (range)..... | 8.20@8.61 | 8.20@8.40 | 8.27@8.47 | 8.22@8.41 | 8.26@8.46 | 8.30@8.48 | 8.40@8.48 | 8.41@8.57 | ..... | ..... | ..... | ..... |  |  |
| Closing..... | Steady. | 8.34 | 8.34 | 8.37 | 8.41 | 8.44 | 8.48 | 8.53 | ..... | ..... | ..... | ..... |  |  |
| Total sales this week | 1,247,400 | 25,900 | 158,500 | 81,900 | 395,000 | 500,500 | 13,600 | 23,100 | ..... | ..... | ..... | ..... |  |  |
| Average price, week | 19.600 | 25.900 | 158.500 | 81.900 | 395.000 | 500.500 | 13.600 | 23.100 | ..... | ..... | ..... | ..... |  |  |
| Sales since Sep. 1, '95* | 52,351,100 | 1,263,200 | 3,291,200 | 1,497,000 | 4,184,300 | 2,756,900 | 144,700 | 312,200 | 18,300 | 2,900 | ..... | ..... |  |  |

* Includes sales in September, for September, 15,300; September-October, for October, 518,600; September-November, for November, 417,200; September-December, for December, 1,697,200; September-January, for January, 11,143,100; September-February, for February, 627,700; September-March, for March, 11,042,900; September-April, for April, 627,800; September-May, for May, 6,151,100; September-June, for June, 1,224,100; September-July, for July, 973,400.

For exchanges see page 320.

THE VISIBLE SUPPLY OF COTTON to-night, as made up by cable and telegraph is as follows. The Continental stocks, as well as those for Great Britain and the afloat are this week's returns and consequently all the European figures are brought down to Thursday evening. But to make the totals the complete figures for to-night (Aug. 21), we add the item of exports from the United States, including in it the exports of Friday only:

| | 1896. | 1895. | 1894. | 1893. |
|-------------------------------------|-----------|-----------|-----------|-----------|
| Stock at Liverpool..... bales. | 549,000 | 1,276,000 | 1,063,000 | 1,183,000 |
| Stock at London..... | 10,000 | 10,000 | 9,000 | 9,000 |
| Total Great Britain stock. | 559,000 | 1,286,000 | 1,072,000 | 1,192,000 |
| Stock at Hamburg..... | 31,000 | 33,000 | 33,000 | 12,000 |
| Stock at Bremen..... | 104,000 | 212,000 | 114,000 | 102,000 |
| Stock at Amsterdam..... | 7,000 | 14,000 | 12,000 | 14,000 |
| Stock at Rotterdam..... | 200 | 200 | 100 | 200 |
| Stock at Antwerp..... | 7,000 | 18,000 | 15,000 | 10,000 |
| Stock at Havre..... | 160,000 | 369,000 | 339,000 | 353,000 |
| Stock at Marseilles..... | 6,000 | 4,000 | 6,000 | 7,000 |
| Stock at Barcelona..... | 61,000 | 61,000 | 73,000 | 101,000 |
| Stock at Genoa..... | 39,000 | 40,000 | 14,000 | 19,000 |
| Stock at Trieste..... | 38,000 | 38,000 | 34,000 | 30,000 |
| Total Continental stocks..... | 453,200 | 780,200 | 640,100 | 648,200 |
| Total European stocks..... | 1,012,200 | 2,066,200 | 1,712,100 | 1,840,200 |
| India cotton afloat for Europe | 29,000 | 50,000 | 45,000 | 41,000 |
| Amer. cotton afloat for Europe | 49,000 | 25,000 | 47,000 | 40,000 |
| Egypt, Brazil, &c., afloat for E'pe | 6,000 | 17,000 | 15,000 | 29,000 |
| Stock in United States ports. | 154,975 | 298,621 | 169,834 | 258,852 |
| Stock in U. S. interior towns..... | 89,793 | 35,157 | 55,819 | 76,824 |
| United States exports to-day..... | 866 | 301 | 2,465 | 6,053 |
| Total visible supply..... | 1,341,834 | 2,492,279 | 2,047,218 | 2,291,929 |

Of the above, totals of American and other descriptions are as follows:

| American— | | | | |
|---------------------------------|-----------|-----------|-----------|-----------|
| Liverpool stock..... bales | 419,000 | 1,141,000 | 894,000 | 928,000 |
| Continental stocks..... | 335,000 | 633,000 | 469,000 | 519,000 |
| American afloat for Europe.. | 49,000 | 25,000 | 47,000 | 40,000 |
| United States stock..... | 154,975 | 298,621 | 169,834 | 258,852 |
| United States interior stocks. | 89,793 | 35,157 | 55,819 | 76,824 |
| United States exports to-day. | 866 | 301 | 2,465 | 6,053 |
| Total American..... | 1,048,634 | 2,183,079 | 1,638,118 | 1,828,729 |
| East Indian, Brazil, &c. | | | | |
| Liverpool stock..... | 130,000 | 135,000 | 169,000 | 255,000 |
| London stock..... | 10,000 | 10,000 | 9,000 | 9,000 |
| Continental stocks..... | 118,200 | 97,200 | 171,100 | 129,200 |
| India afloat for Europe..... | 29,000 | 50,000 | 45,000 | 41,000 |
| Egypt, Brazil, &c., afloat..... | 6,000 | 17,000 | 15,000 | 29,000 |
| Total East India, &c..... | 293,200 | 309,200 | 409,100 | 463,200 |
| Total American..... | 1,048,634 | 2,183,079 | 1,638,118 | 1,828,729 |
| Total visible supply..... | 1,341,834 | 2,492,279 | 2,047,218 | 2,291,929 |

The imports into Continental ports the past week have been 19,000 bales.

The above figures indicate a decrease in the cotton in sight to-night of 1,150,445 bales as compared with the same date of 1895, a falling off of 705,834 bales from the corresponding date of 1894 and a decrease of 950,995 bales from 1893.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since September 1, the shipments to the week and the stocks to-night, and the same items for the corresponding period of 1894-95—is set out in detail below.

| TOWNS. | Receipts. | | | | Shipments. | | | | Stock. | | | |
|----------------------|------------|---------------------|------------|---------------------|------------|---------------------|------------|---------------------|------------|---------------------|------------|---------------------|
| | This week. | Since Sept. 1, '95. | This week. | Since Sept. 1, '95. | This week. | Since Sept. 1, '95. | This week. | Since Sept. 1, '95. | This week. | Since Sept. 1, '95. | This week. | Since Sept. 1, '95. |
| Alabama..... | 230 | 16,811 | 221 | 741 | 285 | 1,939 | 3 | 19,390 | 490 | 839 | 17 | 490 |
| Arkansas..... | 1,115 | 119,091 | 741 | 741 | 1,687 | 144,273 | 20 | 144,273 | 839 | 267 | 2 | 267 |
| California..... | 1,007 | 36,342 | 693 | 693 | 1,141 | 69,700 | 16 | 69,700 | 498 | 31 | 1 | 31 |
| Florida..... | 34 | 50,642 | 37 | 37 | 498 | 68,891 | 1 | 68,891 | 1 | 1 | 1 | 1 |
| Georgia..... | 37 | 99,918 | 37 | 99,918 | 2,871 | 125,276 | 56 | 125,276 | 437 | 3,457 | 3 | 437 |
| Illinois..... | 1,124 | 28,357 | 998 | 998 | 2,871 | 79,659 | 21 | 79,659 | 24 | 457 | 3 | 457 |
| Indiana..... | 31 | 91,455 | 250 | 250 | 322 | 32,710 | 2 | 32,710 | 45 | 457 | 1 | 457 |
| Iowa..... | 1,861 | 176,640 | 1,951 | 1,951 | 2,787 | 211,667 | 223 | 211,667 | 3,000 | 3,947 | 5 | 3,947 |
| Kentucky..... | 716 | 48,000 | 497 | 497 | 2,364 | 64,831 | 14 | 64,831 | 65 | 1,192 | 2 | 1,192 |
| Louisiana..... | 76 | 51,894 | 66 | 66 | 1,521 | 69,559 | 7 | 69,559 | 54 | 1,246 | 2 | 1,246 |
| Mississippi..... | 8 | 6,317 | 62 | 62 | 70 | 85,921 | 30 | 85,921 | 27 | 333 | 1 | 333 |
| Missouri..... | 7 | 80,336 | 229 | 229 | 1,222 | 12,107 | 57 | 12,107 | 36 | 1,357 | 2 | 1,357 |
| Nebraska..... | 58 | 40,500 | 8 | 8 | 1,92 | 40,336 | 36 | 40,336 | 150 | 1,357 | 1 | 1,357 |
| Nevada..... | 25 | 48,457 | 239 | 239 | 300 | 45,079 | 32 | 45,079 | 25 | 499 | 3 | 499 |
| New York..... | 31 | 66,018 | 7 | 7 | 2,000 | 65,246 | 14 | 65,246 | 120 | 499 | 7 | 499 |
| North Carolina..... | 31 | 53,491 | 62 | 62 | 1,479 | 63,897 | 31 | 63,897 | 36 | 358 | 6 | 358 |
| Ohio..... | 841 | 226,304 | 352 | 352 | 4,508 | 384,406 | 713 | 384,406 | 713 | 6,488 | 7 | 6,488 |
| South Carolina..... | 38 | 16,489 | 24 | 24 | 4,508 | 384,406 | 713 | 384,406 | 713 | 6,488 | 7 | 6,488 |
| Tennessee..... | 1,136 | 428,917 | 100 | 100 | 4,508 | 384,406 | 713 | 384,406 | 713 | 6,488 | 7 | 6,488 |
| Texas..... | 4,768 | 62,305 | 2,925 | 2,925 | 3,957 | 58,586 | 3 | 58,586 | 18 | 2,116 | 3 | 2,116 |
| Virginia..... | 208 | 41,383 | 163 | 163 | 3,957 | 62,305 | 20 | 62,305 | 20 | 1,017 | 1 | 1,017 |
| Washington..... | 27,623 | 1,093,642 | 17,390 | 17,390 | 16,471 | 1,794,101 | 2,102 | 1,794,101 | 2,603 | 2,603 | 1 | 2,603 |
| Total, 31 towns..... | 42,115 | 3,710,894 | 28,869 | 28,869 | 89,793 | 5,648,342 | 4,741 | 5,648,342 | 11,298 | 35,157 | 35 | 35,157 |

* Louisville figures "net" in both years.
 † This year's figures estimated.
 ‡ Last year's figures are for Newberry, S. C.

The above totals show that the interior stocks have increased during the week 13,246 bales and are now 54,636 bales more than at same period last year. The receipts at all the towns have been 37,374 bales more than same week last year and since Sept. 1 are 1,937,443 bales less than for same time in 1894-95.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—Below are closing quotations of middling cotton at Southern and other principal cotton markets for each day of the week.

| Week ending August 21. | CLOSING QUOTATIONS FOR MIDDLING COTTON ON— | | | | | |
|------------------------|--|------------------|------------------|------------------|------------------|------------------|
| | Satur. | Mon. | Tues. | Wednes. | Thurs. | Fri. |
| Galveston.. | 77 ¹⁶ | 7 ¹² | 71 ¹⁶ | 7 ³⁴ | 7 ³⁴ | 7 ³⁴ |
| New Orleans | 7 ³⁸ | 7 ³⁸ | 7 ³⁴ | 71 ¹⁶ | 7 ³⁴ | 71 ¹⁶ |
| Mobile..... | 7 ¹⁸ | 7 ¹⁸ | 7 ³⁸ | 7 ³⁸ | 7 ³⁸ | 7 ¹⁸ |
| Savannah... | 71 ¹⁶ | 7 ¹⁸ | 75 ¹⁶ | 71 ¹⁶ | 71 ¹⁶ | 71 ¹⁶ |
| Charleston.. | 7 | 7 | 7 ¹⁴ | 7 ³⁸ | 7 ¹² | 7 ¹² |
| Wilmington. | 7 ³⁸ | 7 ³⁸ | 7 ³⁸ | 7 ³⁸ | 7 ¹² | 7 ¹² |
| Norfolk..... | 7 ³⁸ | 7 ³⁸ | 7 ¹² | 7 ³⁸ | 7 ³⁸ | 7 ³⁴ |
| Boston..... | 83 ¹⁶ | 83 ¹⁶ | 83 ¹⁶ | 83 ¹⁶ | 85 ¹⁶ | 87 ¹⁶ |
| Baltimore.. | 8 ¹⁸ | 8 ¹⁸ | 8 ¹⁴ | 8 ¹⁸ | 8 ¹⁴ | 8 ¹² |
| Philadelphia | 87 ¹⁶ | 87 ¹⁶ | 81 ¹⁶ | 81 ¹⁶ | 81 ¹⁶ | 87 ¹⁶ |
| Augusta.... | 7 ¹² | 7 ¹² | 7 ³⁸ | 7 ³⁸ | 7 ³⁸ | 71 ¹⁶ |
| Memphis... | 7 ¹⁴ | 7 ¹⁴ | 7 ¹⁴ | 7 ¹² | 7 ¹⁴ | 7 ¹⁴ |
| St. Louis... | 7 ³⁸ | 71 ¹⁶ | 7 ³⁸ | 7 ³⁴ | 7 ³⁴ | 7 ³⁸ |
| Houston.... | 7 ³⁸ | 7 ³⁸ | 7 ¹² | 71 ¹⁶ | 71 ¹⁶ | 7 ³⁴ |
| Cincinnati.. | 7 ³⁸ | 7 ³⁸ | 7 ³⁸ | 7 ¹² | 7 ³⁴ | 7 ³⁸ |
| Louisville... | 7 ¹⁴ | 7 ¹⁴ | 7 ¹² | 7 ³⁸ | 7 ³⁸ | 7 ³⁴ |

The closing quotations to-day (Friday) at other important Southern markets were as follows.

| | | | | | |
|----------------|-----------------|---------------|-----------------|---------------|-----------------|
| Atlanta..... | 7 | Eufaula..... | 7 ³⁸ | Natchez..... | 7 ³⁴ |
| Charlotte.... | 8 | Little Rock.. | 6 ³⁴ | Raleigh..... | 7 ¹² |
| Columbus, Ga. | 7 ¹⁴ | Montgomery.. | 7 ¹² | Selma..... | 7 ¹⁴ |
| Columbus, Miss | 7 ¹⁸ | Nashville.... | 7 ³⁸ | Shreveport... | 7 ¹⁴ |

RECEIPTS FROM THE PLANTATIONS.—The following table indicates the actual movement each week from the plantations. The figures do not include overland receipts nor Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the outports.

| Week Ending— | Receipts at the Ports. | | | St'k at Interior Towns. | | | Rec'pts from Plant'ns. | | |
|--------------|------------------------|-------|--------|-------------------------|--------|--------|------------------------|-------|--------|
| | 1894. | 1895. | 1896. | 1894. | 1895. | 1896. | 1894. | 1895. | 1896. |
| July 17..... | 3,812 | 2,076 | 3,896 | 73,105 | 56,304 | 87,925 | 340 | 218 | ..... |
| " 24..... | 3,921 | 2,734 | 6,808 | 65,945 | 53,396 | 82,080 | ..... | ..... | 1,863 |
| " 31..... | 3,944 | 1,760 | 5,539 | 62,859 | 47,202 | 78,164 | 858 | ..... | 723 |
| Aug. 7..... | 5,732 | 2,137 | 4,930 | 59,335 | 43,742 | 76,890 | 2,808 | ..... | 3,656 |
| " 14..... | 7,213 | 1,749 | 16,370 | 56,939 | 41,714 | 76,547 | 4,217 | ..... | 16,027 |
| " 21..... | 14,122 | 2,715 | 36,961 | 55,819 | 35,157 | 89,793 | 13,002 | ..... | 50,207 |

The above statement shows: 1.—That the total receipts from the plantations since Sept. 1, 1895, are 5,326,293 bales; in 1894-95 were 7,850,113 bales; in 1893-94 were 5,935,563 bales.

2.—That although the receipts at the outports the past week were 36,961 bales, the actual movement from plantations was only 50,207 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations for the week were — bales and for 1894 they were 13,002 bales.

OVERLAND MOVEMENT FOR THE WEEK AND SINCE SEPT. 1.—We give below a statement showing the overland movement for the week and since September 1. As the returns reach us by telegraph late Friday night it is impossible to enter so largely into detail as in our regular monthly report, but all the principal matters of interest are given. This weekly publication is of course supplementary to the more extended monthly statements. The results for the week ending Aug. 21 and since Sept. 1 in the last two years are as follows.

| August 21. | 1895-96. | | 1894-95. | |
|---------------------------------|----------|----------------|----------|----------------|
| | Week. | Since Sept. 1. | Week. | Since Sept. 1. |
| Shipped— | | | | |
| Via St. Louis..... | 1,859 | 555,987 | 4,340 | 947,779 |
| Via Cairo..... | 1 | 245,306 | 6 | 337,382 |
| Via Parker City..... | ..... | 19,955 | ..... | 35,414 |
| Via Evansville..... | ..... | 1,681 | ..... | 3,817 |
| Via Louisville..... | 94 | 138,551 | 111 | 190,408 |
| Via Cincinnati..... | 747 | 122,279 | 298 | 178,609 |
| Via other routes, &c..... | 102 | 92,474 | 107 | 152,278 |
| Total gross overland..... | 2,803 | 1,176,233 | 4,862 | 1,845,687 |
| Deduct shipments— | | | | |
| Overland to N. Y., Boston, &c.. | 341 | 274,607 | 569 | 577,439 |
| Between interior towns..... | ..... | 4,630 | ..... | 33,073 |
| Inland, &c., from South..... | 655 | 58,628 | 1,467 | 85,716 |
| Total to be deducted..... | 996 | 337,865 | 2,036 | 696,228 |
| Leaving total net overland*.. | 1,807 | 838,368 | 2,826 | 1,149,459 |

* Including movement by rail to Canada.

The foregoing shows that the week's net overland movement this year has been 1,807 bales, against 2,826 bales for the week in 1895, and that for the season to date the aggregate net overland exhibits a falling off from a year ago of 311,091 bales.

| In Sight and Spinners' Takings. | 1895-96. | | 1894-95. | |
|------------------------------------|----------|----------------|----------|----------------|
| | Week. | Since Sept. 1. | Week. | Since Sept. 1. |
| Receipts at ports to Aug. 21..... | 36,961 | 5,269,199 | 2,715 | 7,872,291 |
| Net overland to Aug. 21..... | 1,807 | 838,368 | 2,826 | 1,149,459 |
| Southern consumption to Aug. 21 | 10,000 | 901,000 | 10,000 | 760,000 |
| Total marketed..... | 48,768 | 7,008,567 | 15,541 | 9,781,750 |
| Interior stocks in excess..... | 13,246 | 57,093 | 6,557 | 122,178 |
| Came into sight during week. | 62,014 | ..... | 8,984 | ..... |
| Total in sight Aug. 21..... | ..... | 7,065,660 | ..... | 9,759,572 |
| North'n spinners tak'gs to Aug. 21 | 9,103 | 1,640,395 | 10,501 | 2,108,037 |

* Decrease during week. † Less than Sept. 1.

It will be seen by the above that there has come into sight during the week 62,014 bales, against 8,984 bales for the same week of 1895, and that the decrease in amount in sight to-night as compared with last year is 2,693,912 bales

WEATHER REPORTS BY TELEGRAPH.—Our telegraphic advices from the South this evening indicate that there has been further deterioration of the crop in some sections as a result of absence of moisture and high temperature. Rain has fallen in a number of districts in the Southwest during the week, but the precipitation has in general been too light to be of benefit. At a few points along the Atlantic there has been a good rainfall. Cotton is opening rapidly and picking is progressing very well.

Galveston, Texas.—There has been rain on two days during the week, the precipitation reaching seven hundredths of an inch. Average temperature 84, highest 90 and lowest 79.

Palestine, Texas.—Prospects are poor. There has been rain on one day during the week and the rainfall reached thirty-four hundredths of an inch. The thermometer has averaged 86, the highest being 100 and the lowest 72.

Huntsville, Texas.—Rain is badly needed. Dry all the week. The thermometer has averaged 86, ranging from 72 to 101.

Dallas, Texas.—Cotton is suffering for moisture. There has been no rain during the week. The thermometer has ranged from 69 to 105, averaging 87.

San Antonio, Texas.—We have had rain on one day of the week to the extent of eighteen hundredths of an inch. Average thermometer 84, highest 98 and lowest 70.

Luling, Texas.—Picking is progressing rapidly. We have had rain on one day of the past week, the precipitation reaching twelve hundredths of an inch. The thermometer has averaged 86, the highest being 99 and the lowest 74.

Columbia, Texas.—Cotton pests have appeared in this county. We have had rain on one day during the week, the rainfall reaching sixteen hundredths of an inch. The thermometer has averaged 82, ranging from 71 to 92.

Cuero, Texas.—There has been good rain on one day the past week, the precipitation reaching ninety-eight hundredths of an inch. The thermometer has ranged from 72 to 99, averaging 86.

Brenham, Texas.—Picking is progressing rapidly. The plant has suffered severely from drought and rust. Good rains would not benefit cotton now. It has been showery on one day of the week, the rainfall reaching twenty-five hundredths of an inch. Average thermometer 87, highest 100 and lowest 74.

Temple, Texas.—Hot and dry weather continues, doing much damage to cotton. The crop is very poor and it will take from four to five acres to make a bale. The thermometer has averaged 87, the highest being 101 and the lowest 74.

Fort Worth, Texas.—Rain is badly needed. The thermometer has averaged 87, ranging from 70 to 104.

Weatherford, Texas.—The drought is doing great damage to crops and cattle. The thermometer has ranged from 75 to 103, averaging 89.

New Orleans, Louisiana.—Rain has fallen on one day of the week, to the extent of forty-four hundredths of an inch. Average thermometer 84.

Shreveport, Louisiana.—We have had a trace of rain on three days during the week. The thermometer has averaged 86, the highest being 103 and the lowest 72.

Columbus, Mississippi.—Cotton is still deteriorating. Dry weather has prevailed all the week. The thermometer has averaged 86, ranging from 65 to 105.

Leland, Mississippi.—The week's rainfall has been eighty-five hundredths of an inch. The thermometer has ranged from 66 to 98, averaging 82.

Vicksburg, Mississippi.—There has been rain on two days of the past week, the rainfall reaching eight hundredths of an inch. Average thermometer 84, highest 99, lowest 69.

Meridian, Mississippi.—Rain has fallen on two days of the week. The crop is in better condition and prospects are for an average crop. Picking is general. The thermometer has ranged from 72 to 96.

Little Rock, Arkansas.—We have had rain on three days of the week, the rainfall reaching one inch and fifty-four hundredths. The thermometer has averaged 81, the highest being 101 and the lowest 63.

Helena, Arkansas.—Picking is general. It has been showery on one day of the week, the rainfall reaching twenty-five hundredths of an inch. Weather now pleasant and clear. The thermometer has averaged 80, ranging from 63 to 97.

Memphis, Tennessee.—Crop reports continue very unfavorable. The damage is estimated at 20 to 25 per cent. Rain fell here on Tuesday to the extent of ten hundredths of an inch, but there was a heavier precipitation in the immediate vicinity. The thermometer has ranged from 62 to 99, averaging 81.

Nashville, Tennessee.—Crop damage is light in this district. We have had only a trace of rain during the week. Average thermometer 79, highest 96 and lowest 60.

Mobile, Alabama.—Crop reports are very unfavorable. Conditions are growing worse daily. Picking is active and will be completed at an early date in many sections. Rain has fallen on two days of the week, to the extent of twenty-six hundredths of an inch. The thermometer has averaged 83, the highest being 94 and the lowest 73.

Montgomery, Alabama.—There has been rain on five days during the week, the precipitation being twenty-three hundredths of an inch. The thermometer has averaged 84, ranging from 74 to 95.

Selma, Alabama.—Conditions are unchanged. Receipts are

lighter than expected. There has been no rain during the week. The thermometer has ranged from 71 to 95, averaging 83.

Madison, Florida.—First bale of new cotton was received yesterday. There has been rain on three days of the week, the precipitation reaching ninety hundredths of an inch. Average thermometer 87, highest 97, lowest 70.

Savannah, Georgia.—It has rained on six days of the week, the rainfall being two inches and ninety-four hundredths. The thermometer has averaged 81, ranging from 69 to 96.

Augusta, Georgia.—It has rained on three days during the week, to the extent of five hundredths of an inch. The thermometer has averaged 83, ranging from 71 to 96.

Charleston, South Carolina.—Rain has fallen on four days of the week to the extent of ninety-seven hundredths of an inch. The thermometer has averaged 81, the highest being 93 and the lowest 71.

Stateburg, South Carolina.—Cotton is opening rapidly. There has been rain on two days during the week, to the extent of thirty-nine hundredths of an inch. The thermometer has averaged 80, ranging from 66 to 92.

Greenwood, South Carolina.—We have had rain on two days during the week, with a precipitation of one inch and forty-one hundredths. The thermometer has ranged from 69 to 90, averaging 79.

Wilson, North Carolina.—Rain has fallen on two days of the week, the precipitation being seventy-three hundredths of an inch. Average thermometer 81, highest 94 and lowest 72.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 8 o'clock August 20, 1896, and August 23, 1895.

| | Aug. 20, '96. | Aug. 22, '95. |
|------------------|---------------------------|---------------|
| New Orleans..... | Above zero of gauge. 8.4 | Feet. 3.8 |
| Memphis..... | Above zero of gauge. 12.5 | 2.1 |
| Nashville..... | Above zero of gauge. 2.4 | 3.0 |
| Shreveport..... | Above zero of gauge. 2.1 | 12.5 |
| Vicksburg..... | Above zero of gauge. 25.1 | 8.0 |

* Below zero of gauge.

COTTON CROP CIRCULAR.—Our Annual Cotton Crop Review will be ready in circular form about Wednesday, Sept. 9. Parties desiring the circular in quantities, with their business card printed thereon, should send in their orders as soon as possible, to ensure early delivery.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The receipts and shipments of cotton at Bombay have been as follows for the week and year, bringing the figures down to Aug. 20.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

| Year | Shipments this week. | | | Shipments since Sept. 1. | | | Receipts. | |
|-------|----------------------|------------|--------|--------------------------|------------|---------|------------|----------------|
| | Great Brit'n | Continent. | Total. | Great Britain | Continent. | Total. | This Week. | Since Sept. 1. |
| '95-6 | ..... | 2,000 | 2,000 | 73,000 | 720,000 | 793,000 | 10,000 | 2,140,000 |
| '94-5 | 1,000 | 3,000 | 4,000 | 27,000 | 523,000 | 550,000 | 5,000 | 1,523,000 |
| '93-4 | ..... | 3,000 | 3,000 | 47,000 | 834,000 | 881,000 | 7,000 | 1,787,000 |
| '92-3 | ..... | 5,000 | 5,000 | 44,000 | 808,000 | 852,000 | 4,000 | 1,736,000 |

According to the foregoing Bombay appears to show an increase compared with last year in the week's receipts of 5,000 bales and a decrease in shipments of 2,000 bales, and the shipments since Sept. 1 show an increase of 212,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of September, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

| Year | Shipments for the week. | | | Shipments since Sept. 1. | | |
|-------------|-------------------------|------------|--------|--------------------------|------------|---------|
| | Great Britain. | Continent. | Total. | Great Britain. | Continent. | Total. |
| Calcutta— | | | | | | |
| 1895-96... | ..... | 2,000 | 2,000 | 11,000 | 94,000 | 105,000 |
| 1894-95... | ..... | ..... | ..... | 8,000 | 36,000 | 44,000 |
| Madras— | | | | | | |
| 1895-96... | 2,000 | ..... | 2,000 | 13,000 | 9,000 | 22,000 |
| 1894-95... | ..... | 2,000 | 2,000 | 10,000 | 14,000 | 24,000 |
| All others— | | | | | | |
| 1895-96... | 4,000 | 3,000 | 7,000 | 26,000 | 109,000 | 135,000 |
| 1894-95... | ..... | 1,000 | 1,000 | 29,000 | 95,000 | 124,000 |
| Total all— | | | | | | |
| 1895-96... | 6,000 | 5,000 | 11,000 | 50,000 | 212,000 | 262,000 |
| 1894-95... | ..... | 3,000 | 3,000 | 47,000 | 145,000 | 192,000 |

The above totals for the week show that the movement from the ports other than Bombay is 8,000 bales more than the same week last year. For the whole of India, therefore, the total shipments since September 1, 1895, and for the corresponding periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.

| Shipments to all Europe from— | 1895-96. | | 1894-95. | | 1893-94. | |
|-------------------------------|------------|----------------|------------|----------------|------------|----------------|
| | This week. | Since Sept. 1. | This week. | Since Sept. 1. | This week. | Since Sept. 1. |
| Bombay..... | 2,000 | 793,000 | 4,000 | 550,000 | 3,000 | 881,000 |
| All other ports | 11,000 | 262,000 | 3,000 | 192,000 | 2,000 | 327,000 |
| Total..... | 13,000 | 1,055,000 | 7,000 | 742,000 | 5,000 | 1,208,000 |

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

| Alexandria, Egypt, August 19. | 1895-96. | 1894-95. | 1893-94. |
|-------------------------------|-----------------------|-----------------------|-----------------------|
| Receipts (cantars).... | 1,000 | 1,000 | 4,933,666 |
| This week..... | 5,206,000 | 4,539,000 | |
| Since Sept. 1..... | | | |
| | <i>This week.</i> | <i>Since Sept. 1.</i> | <i>This week.</i> |
| | <i>Since Sept. 1.</i> | <i>This week.</i> | <i>Since Sept. 1.</i> |
| Exports (bales) — | | | |
| To Liverpool..... | 336,000 | 2,000 | 276,000 |
| To Continent..... | 2,000 | 340,000 | 2,000 |
| Total Europe..... | 2,000 676,000 | 4,000 623,000 | 2,000 662,000 |

* A cantar is 98 pounds.
 † Of which to America in 1895-96, 59,105 bales; in 1894-95, 44 520 bales; in 1893-94, 27,054 bales.

MANCHESTER MARKET.—Our report received by cable to-night from Manchester states that the market continues firm for both yarns and shirtings. The demand for China is improving. We give the prices for to-day below and leave those for previous weeks of this and last year for comparison:

| | 1896. | | | | | | 1895. | | | | | | |
|--------|------------------|---------------|---|------------------|-------------------|----------|------------------|----------------|---|---------------|------------------|---------------|----------|
| | 32s Op. Twist. | | 8 1/4 lbs. Shirtings, common to finest. | | Cott'n Mid. Uplds | | 32s Op. Twist. | | 8 1/4 lbs. Shirtings, common to finest. | | Cott'n Mid. Upld | | |
| Jy 17 | 6 1/16 @ 6 15/16 | 4 3 @ 6 7 | 3 27/32 | 5 1/4 @ 6 1/4 | 4 2 @ 6 2 1/2 | 3 11 1/8 | 6 1/16 @ 6 15/16 | 4 3 @ 6 7 | 3 27/32 | 5 3/8 @ 6 3/8 | 4 1 1/2 @ 6 2 | 3 11 1/8 | |
| " 24 | 6 1/16 @ 6 15/16 | 4 3 @ 6 7 | 3 27/32 | 5 3/8 @ 6 3/8 | 4 1 1/2 @ 6 2 | 3 11 1/8 | " 31 | 6 1/8 @ 7 3/8 | 4 3 1/2 @ 6 8 | 3 29/32 | 5 5/8 @ 6 1/4 | 4 1 @ 6 1 | 3 23 3/4 |
| Aug. 7 | 6 1/16 @ 7 3/8 | 4 4 1/2 @ 6 9 | 4 1/4 | 5 7/8 @ 6 1/2 | 4 1 @ 6 1 | 3 25 3/4 | " 14 | 6 1/16 @ 7 3/8 | 4 4 @ 6 10 1/2 | 4 13/32 | 5 9/16 @ 6 1/2 | 4 1 1/2 @ 6 2 | 3 25 3/4 |
| " 21 | 6 1/16 @ 7 3/8 | 4 7 @ 7 0 | 4 2 3/32 | 5 11 1/4 @ 6 1/8 | 4 2 1/2 @ 6 5 | 4 1 1/8 | | | | | | | |

SEA ISLAND COTTON MOVEMENT.—We have received this (Friday) evening by telegraph from the various ports the details of the Sea Island cotton movement for the week. The receipts for the week ending to-night (Aug. 21) and since Sept. 1, 1895, the stocks to-night, and the same items for the corresponding periods of 1894-95, are as follows.

| Receipts to Aug. 21. | 1895-96. | | 1894-95. | | Stock | |
|----------------------|-------------------|-----------------------|-------------------|-----------------------|-------|-------|
| | <i>This week.</i> | <i>Since Sept. 1.</i> | <i>This week.</i> | <i>Since Sept. 1.</i> | 1896. | 1895. |
| Savannah..... | 60 | 77,263 | 1 | 64,270 | 2,210 | 363 |
| Charleston, &c..... | 10,664 | 4,710 | 5,359 | 646 | 24 | |
| Florida, &c..... | 4,783 | 34 | 5,173 | 1 | | |
| Total..... | 60 | 92,710 | 35 | 74,802 | 2,857 | 392 |

The exports for the week ending this evening reach a total of 10 bales, of which 10 bales were to Great Britain, — to France and — to Reval, and the amount forwarded to Northern mills has been 15 bales. Below are the exports for the week and since September 1 in 1895-96 and 1894-95.

| Exports from— | Week Ending Aug. 21. | | | Since Sept. 1, 1895. | | | North'n Mill | |
|--------------------|----------------------|------------|--------|----------------------|------------|--------|--------------|----------------|
| | Great Brit'n. | Fr'nce &c. | Total. | Great Brit'n. | Fr'nce &c. | Total. | Week. | Since Sept. 1. |
| Savann'h, &c..... | | | | 11,648 | 2,376 | 14,024 | 15 | 35,210 |
| Charl't'n, &c..... | | | | 2,961 | 64 | 3,025 | | 1,682 |
| Florida, &c..... | | | | | | | | 3,603 |
| New York..... | 10 | | 10 | 16,161 | 4,739 | 20,950 | | |
| Boston..... | | | | 7,879 | | 7,879 | | |
| Baltimore..... | | | | 3,717 | 143 | 3,860 | | |
| Total..... | 10 | | 10 | 42,366 | 7,372 | 49,738 | 15 | 40,500 |
| Total 1894-5..... | | | | 35,090 | 5,650 | 40,740 | 1 | 134,922 |

A considerable portion of the Sea Island cotton shipped to foreign ports goes via New York, and some small amounts via Boston and Baltimore. Instead of including this cotton for the week in which it leaves the Southern outports, we follow the same plan as in our regular table of including it when actually exported from New York, &c. The details of the shipments of Sea Island cotton for the week will be found under the head "Shipping News," on a subsequent page.

Quotations Aug. 21 at Savannah, for Floridas, all nominal. Charleston, Carolinas, all nominal.

EXCHANGES.—The following exchanges have been made during the week:

| | |
|---------------------------------------|--------------------------------------|
| *03 pd. to exch. 600 Oct. for Dec. | *24 pd. to exch. 300 Sept. for Aug. |
| *25 pd. to exch. 300 Sept. for Aug. | *12 pd. to exch. 100 Jan. for Aug. |
| *01 pd. to exch. 1,500 Dec. for Aug. | *15 pd. to exch. 400 Dec. for Aug. |
| *03 pd. to exch. 700 Dec. for Aug. | *11 pd. to exch. 100 Sept. for Jan. |
| *11 pd. to exch. 1,700 Sept. for Jan. | *08 pd. to exch. 100 Dec. for Aug. |
| *06 pd. to exch. 700 Oct. for Jan. | *06 pd. to exch. 100 Oct. for Jan. |
| *09 pd. to exch. 900 Nov. for Jan. | *15 pd. to exch. 100 Sept. for Aug. |
| *04 pd. to exch. 1,200 Dec. for Jan. | *10 pd. to exch. 200 Oct. for Aug. |
| *10 pd. to exch. 1,900 Nov. for Jan. | *02 pd. to exch. 100 Nov. for Oct. |
| *28 pd. to exch. 400 Sept. for Aug. | *05 pd. to exch. 100 Oct. for Jan. |
| *07 pd. to exch. 1,000 Sept. for Oct. | *06 pd. to exch. 200 Nov. for Dec. |
| *05 pd. to exch. 1,000 Sept. for Oct. | *04 pd. to exch. 100 Dec. for Jan. |
| *15 pd. to exch. 600 Sept. for Dec. | *01 pd. to exch. 100 Oct. for Dec. |
| *08 pd. to exch. 500 Jan. for Aug. | *09 pd. to exch. 800 Jan. for Mch. |
| *08 pd. to exch. 500 Oct. for Jan. | *10 pd. to exch. 800 Sept. for Jan. |
| *20 pd. to exch. 1,200 Nov. for Aug. | *04 pd. to exch. 1,600 Nov. for Dec. |
| *22 pd. to exch. 300 Sept. for Aug. | *05 pd. to exch. 200 Oct. for Aug. |
| *14 pd. to exch. 1,700 Nov. for Feb. | |

JUTE BUTTS, BAGGING, &c.—The demand for jute bagging has been only fairly active during the week under review but at steady prices. Quotations this evening are 5 1/2 c. for 1 3/4 lbs., 5 1/2 c. for 2 lbs. and 6c. for standard grades in a jobbing way. Car-load lots of standard brands are quoted at 5 1/2 c. for 1 3/4 lbs., 5 1/2 c. for 2 lbs. and 6c. for 2 1/4 lbs. f. o. b. at New York. Jute butts continue very quiet at 11-16 @ 1 1/2 c. for paper quality and 1 3/4 @ 1 1/8 c. for mixing.

The Agricultural Department of India has issued a preliminary

forecast of this season's jute crop which shows the actual area planted to have been 2,230,000 acres, against 2,260,000 acres in 1895, but the yield is estimated at only 5,773,000 bales against 7,125,000 bales in 1895-96. The Agricultural Department states that out of the current season's crop of 5,773,000 bales there will be a surplus for export of about 3,000,000 bales.

THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1895.

| Receipts from— | NEW YORK. | | BOSTON. | | PHILADELPHIA | | BALTIMORE. | |
|-------------------|-------------------|-----------------------|-------------------|-----------------------|-------------------|-----------------------|-------------------|-----------------------|
| | <i>This week.</i> | <i>Since Sept. 1.</i> |
| N. Orleans..... | 357 | 303,583 | | | | | | |
| Texas..... | 1,251 | 261,862 | | 15,812 | | | | |
| Savann'h &c..... | 1,648 | 244,202 | | 117,745 | | 3,630 | 650 | 63,432 |
| Mobile..... | | | | | | | | |
| Florida..... | | 6,134 | | | | | | |
| So. Carolina..... | 3 | 78,980 | | | | | | |
| No. Carolina..... | 1,100 | 32,140 | | | | | | |
| Virginia..... | 681 | 51,658 | | 95,075 | | 2,542 | 270 | 84,606 |
| North. ports..... | | | | 209,364 | | 5,084 | | |
| Penn., &c..... | | 53,149 | 133 | 127,058 | 24 | 45,128 | 19 | 48,901 |
| Foreign..... | 60 | 8,368 | 2,940 | 60,427 | | 2,151 | | |
| Total..... | 5,406 | 990,023 | 3,073 | 625,511 | 24 | 58,525 | 969 | 196,839 |
| Last year..... | 2,109 | 1,885,172 | 1,845 | 703,494 | 432 | 178,837 | 738 | 338,871 |

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 13,936 bales. So far as the Southern ports are concerned these are the same exports reported by telegraph and published in the CHRONICLE last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday.

| | Total bales. |
|---|--------------|
| New York—To Liverpool, per steamer Nomatic, 1,500 upland and 10 Sea Island..... | 1,769 |
| To Havre, per steamer La Normandie, 275..... | 275 |
| To Bremen, per steamers Bonn, 1,517...Muncheu, 400...Trave, 128..... | 2,075 |
| To Antwerp, per steamer Westernland, 167..... | 167 |
| To Gottenburg, per steamer Virginia, 100..... | 100 |
| NEW ORLEANS—To Liverpool, per steamers Governor, 4,623...Traveller, 2,363..... | 4,939 |
| To Havre, per steamer Arabian Prince, 1,204..... | 1,204 |
| GALVESTON—To Liverpool, per steamer Headlands, 1,565..... | 1,565 |
| BOSTON—To Liverpool, per steamer Michigan, 806..... | 806 |
| BALTIMORE—To Bremen, per steamer Dresden, 856 upland and 130 Sea Island..... | 936 |
| Total..... | 13,936 |

The particulars of these shipments, arranged in our usual form, are as follows.

| | Liverpool. | Havre. | Bremen. | Antw'p. | Gottenb'g. | Total. |
|-----------------|------------|--------|---------|---------|------------|--------|
| New York..... | 1,769 | 275 | 2,075 | 167 | 100 | 4,386 |
| N. Orleans..... | 4,939 | 1,204 | | | | 6,193 |
| Galveston..... | 1,565 | | | | | 1,565 |
| Boston..... | 806 | | | | | 806 |
| Baltimore..... | | | 936 | | | 936 |
| Total..... | 9,129 | 1,479 | 3,061 | 167 | 100 | 13,936 |

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest dates:

| |
|--|
| NEW ORLEANS—To Liverpool—Aug. 14—Steamer Louisianian, 1,317...Aug. 13—Steamer Barbouian, 4,839. |
| BOSTON—To Liverpool—Aug. 11—Steamer Christian, 2,136 upland and 2 Egyptian...Aug. 17—Steamer Sachem, 891...Aug. 13—Steamer Philadelphia, 13. |
| To Yarmouth—Aug. 14—Steamer Boston, 25. |
| BALTIMORE—To Bremen—Aug. 20—Steamer Crefeld, 200. |

Cotton freights the past week have been as follows.

| | Satur. | Mon. | Tues. | Wednes. | Thurs. | Fri. |
|-------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Liverpool.....d. | 20† | 20† | 20† | 20† | 20† | 18 |
| Do.....d. | | | | | | |
| Havre, asked.....c. | 22 1/2† | 22 1/2† | 22 1/2† | 22 1/2† | 22 1/2† | 22 1/2† |
| Dunkirk.....c. | | | | | | |
| Bremen.....c. | 19 @ 20† | 19 @ 20† | 19 @ 20† | 19 @ 20† | 19 @ 20† | 19 @ 20† |
| Do.....c. | | | | | | |
| Hamburg.....c. | 22† | 22† | 22† | 22† | 22† | 22† |
| Do.....c. | | | | | | |
| Ams'dam, asked.....c. | 25† | 25† | 25† | 25† | 25† | 25† |
| Reval, v. Hamb....c. | 34† | 34† | 34† | 34† | 34† | 34† |
| Do v. Hull.....d. | 32† | 32† | 32† | 32† | 32† | 32† |
| Barcelona.....d. | | | | | | |
| Genoa.....d. | 9 64 @ 9 32 | 9 64 @ 9 32 | 9 64 @ 9 32 | 9 64 @ 9 32 | 9 64 @ 9 32 | 9 64 @ 9 32 |
| Trieste, July 25.....d. | 5 32 | 5 32 | 5 32 | 5 32 | 5 32 | 5 32 |
| Antwerp.....d. | 3 32 | 3 32 | 3 32 | 3 32 | 3 32 | 3 32 |
| Ghent, v. Antw'p.....d. | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 |

† Cents net per 100 lbs.

LIVERPOOL.—By cable from Liverpool we have the following statement of the week's sales, stocks, &c., at that port.

| | July 31. | Aug. 7. | Aug. 14. | Aug. 21. |
|--------------------------------|----------|---------|----------|----------|
| Sales of the week.....bales. | 44,000 | 27,000 | 43,000 | 36,000 |
| Of which exporters took..... | 1,800 | 1,600 | 1,200 | 1,000 |
| Of which speculators took..... | 300 | 1,200 | 2,400 | 1,900 |
| Sales American..... | 36,000 | 21,000 | 36,000 | 29,000 |
| Actual export..... | 6,000 | 8,000 | 4,000 | 4,000 |
| Forwarded..... | 50,000 | 40,000 | 48,000 | 46,000 |
| Total stock—Estimated..... | 614,000 | 625,000 | 552,000 | 549,000 |
| Of which American—Estim'd..... | 503,000 | 439,000 | 449,000 | 419,000 |
| Total import of the week..... | 7,000 | 29,000 | 8,000 | 17,000 |
| Of which American..... | 5,000 | 28,000 | 5,000 | 13,000 |
| Amount afloat..... | 37,000 | 24,000 | 33,000 | 33,000 |
| Of which American..... | 31,000 | 20,000 | 30,000 | 30,000 |

The tone of the Liverpool market for spots and futures each day of the week ending Aug. 21 and the daily closing prices of spot cotton, have been as follows.

| Spot. | Saturday | Monday | Tuesday | Wed. Day | Thurs. Day | Friday |
|--------------------|--------------------------------|---------------------------------|---------------------------------|-------------------------------|---------------------------------|---------------------------------|
| Market, 1:45 P. M. | Dull but steady. | Moderate demand. | Harden'g. | Moderate demand. | Quiet. | Moderate demand. |
| Mid. Up'ds. | 4 ³ / ₃₂ | 4 ¹⁵ / ₃₂ | 4 ¹⁷ / ₃₂ | 4 ⁵ / ₈ | 4 ¹⁷ / ₃₂ | 4 ²¹ / ₃₂ |
| Sales..... | 4,000 | 7,000 | 6,000 | 7,000 | 7,000 | 7,000 |
| Spec. & exp. | 300 | 500 | 300 | 1,000 | 500 | 500 |
| Futures. | | | | | | |
| Market, 1:45 P. M. | Steady at 3-64 decline. | Steady at 3-64 advance. | Strong at 5-64 advance. | Steady at 5-64 advance. | Barely steady at 4-64 dec. | Firm at 5-64 @ 5-64 advance. |
| Market, 4 P. M. | Quiet. | Steady. | Firm. | Barely steady. | Steady. | Firm. |

The prices of futures at Liverpool for each day are given below. Prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

| Aug. 15 to Aug. 21. | Satur. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|---------------------|-------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| | 12 ^h 1 P. M. P. M. | 1:45 4 P. M. P. M. | 1:45 4 P. M. P. M. | 1:45 4 P. M. P. M. | 1:45 4 P. M. P. M. | 1:45 4 P. M. P. M. |
| August..... | d. d. | d. d. | d. d. | d. d. | d. d. | d. d. |
| Aug.-Sept.... | 4 14 4 17 | 4 23 4 21 | 4 27 4 30 | 4 33 4 32 | 4 26 4 28 | 4 28 4 37 |
| Sept.-Oct.... | 4 14 4 13 | 4 19 4 17 | 4 24 4 26 | 4 29 4 28 | 4 22 4 25 | 4 34 4 38 |
| Oct.-Nov.... | 4 09 4 07 | 4 14 4 12 | 4 18 4 20 | 4 23 4 22 | 4 17 4 19 | 4 28 4 30 |
| Nov.-Dec.... | 4 05 4 06 | 4 12 4 10 | 4 16 4 18 | 4 21 4 20 | 4 15 4 17 | 4 27 4 30 |
| Dec.-Jan.... | 4 03 4 03 | 4 10 4 09 | 4 15 4 17 | 4 20 4 19 | 4 13 4 15 | 4 25 4 28 |
| Jan.-Feb.... | 4 08 4 04 | 4 10 4 09 | 4 15 4 17 | 4 20 4 19 | 4 13 4 15 | 4 25 4 28 |
| Feb.-March.. | 4 05 4 05 | 4 10 4 09 | 4 15 4 17 | 4 20 4 19 | 4 13 4 15 | 4 25 4 28 |
| March-April.. | 4 06 4 07 | 4 12 4 11 | 4 17 4 19 | 4 21 4 21 | 4 15 4 17 | 4 26 4 29 |
| April-May.... | 4 07 4 08 | 4 13 4 12 | 4 18 4 20 | 4 22 4 22 | 4 16 4 18 | 4 26 4 30 |
| May-June.... | 4 09 4 09 | 4 14 4 13 | 4 19 4 21 | 4 23 4 23 | 4 17 4 18 | 4 27 4 30 |
| June-July.... | ..... | ..... | ..... | ..... | ..... | ..... |

BREADSTUFFS.

FRIDAY, August 21, 1896

The market for wheat flour has received a moderate amount of attention. Winter-wheat flour has been in fairly good demand, but spring-wheat flour has sold rather slowly and prices were lowered 10c per barrel by the combine during the latter part of the week, but at the concessions demanded showed no improvement. The demand for city mills has been slow, but values have been without change. Rye flour has been quiet and unchanged. Corn meal has been in limited request and steady. To-day there was a limited demand for wheat flour at steady prices.

There has been a fair amount of activity to the speculative dealings in the market for wheat futures, and prices have advanced on moderate buying both for "short" and "long" account, stimulated by a generally more confident feeling and on reports of crop damage in the Northwest by frost, together with stronger foreign advices, accompanied with buying orders. In the spot market shippers have been fairly active buyers and prices have improved with futures. Included in the sales yesterday were No. 2 hard Manitoba at 62c. c. i. f. New York, and No. 2 hard winter at 56¹/₂c. c. i. f. Buffalo. To-day the market was moderately active and firmer on a demand from "shorts" to cover contracts, stimulated by reports of large purchases for export at the West and at out-ports. The spot market was quiet, but advices from the West reported sales of 250,000 bushels spring wheat for export, but terms were not made public. No. 2 red winter was quoted at 87¹/₂c. f. o. b. afloat, No. 1 hard spring at 83¹/₂c. f. o. b. afloat and No. 1. Northern at 85¹/₂c. f. o. b. afloat.

DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

| | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|-------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| August delivery..... | 61 ¹ / ₂ | 62 | 62 ¹ / ₂ | 63 ¹ / ₂ | 63 | 63 ¹ / ₂ |
| September delivery..... | 62 | 62 ¹ / ₂ | 62 ¹ / ₂ | 63 ¹ / ₂ | 63 | 63 ¹ / ₂ |
| October delivery..... | 63 | 63 ¹ / ₂ | 63 ¹ / ₂ | 64 ¹ / ₂ | 64 | 64 ¹ / ₂ |
| November delivery..... | 64 ¹ / ₂ | 64 ¹ / ₂ | 64 ¹ / ₂ | 65 ¹ / ₂ | 65 | 65 ¹ / ₂ |
| December delivery..... | 64 ¹ / ₂ | 64 ¹ / ₂ | 65 ¹ / ₂ | 66 | 65 ¹ / ₂ | 66 |
| May delivery..... | 65 ¹ / ₂ | 66 ¹ / ₂ | 66 ¹ / ₂ | 67 ¹ / ₂ | 67 ¹ / ₂ | 68 ¹ / ₂ |

Indian corn futures have been moderately active and prices have made fractional advances on a demand from "shorts" to cover contracts, stimulated by a decreased movement of the crop and by stronger foreign advices, together with limited foreign buying. In the spot market shippers have been moderately large buyers. The sales yesterday included No. 2 mixed at 28¹/₂c. @ 29c. delivered and 30¹/₂c. f. o. b. afloat. To-day the market was quiet and easier. The spot market was dull but steady. The sales included No. 2 mixed at 30¹/₂c. f. o. b. afloat.

DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

| | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|-------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| August delivery..... | 28 ¹ / ₂ | 29 | 29 ¹ / ₂ |
| September delivery..... | 29 | 29 | 29 ¹ / ₂ |
| October delivery..... | 30 | 30 | 30 ¹ / ₂ |
| December delivery..... | 30 | 30 | 30 ¹ / ₂ |
| May delivery..... | 32 ¹ / ₂ |

Oats for future delivery have attracted a limited amount of attention and prices have steadily advanced on the small movement and poor grading of the new crop, which has stimulated a demand from shorts to cover contracts. In the spot market the home trade has been fairly active, but shippers' limits have been too low to admit of their making extensive purchases. The sales yesterday included No. 2 white at 25¹/₂c. @ 26c. in elevator and No. 2 mixed at 23¹/₂c. @ 23¹/₂c. in elevator. To-day the market was weaker under realizing sales by "longs." The spot market was

quiet and easier. The sales included No. 2 mixed at 23¹/₂c. @ 23¹/₂c. in elevator and No. 2 white at 25¹/₂c. in elevator.

DAILY CLOSING PRICES OF NO. 2 MIXED OATS.

| | Sat. | Mon. | Tues. | Wed. | Thurs. | Fri. |
|-------------------------|--------------------------------|------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| August delivery..... | 21 | 21 | 21 ¹ / ₂ | 22 ¹ / ₂ | 22 ¹ / ₂ | 22 |
| September delivery..... | 20 ⁷ / ₈ | 21 | 21 ¹ / ₂ | 22 | 22 ¹ / ₂ | 21 ⁷ / ₈ |
| October delivery..... | 20 ⁷ / ₈ | 21 | 21 ¹ / ₂ | 22 | 22 ¹ / ₂ | 21 ⁷ / ₈ |

Shippers have been limited buyers of rye and prices have advanced. Barley has been dull but steady.

The following are closing quotations:

| FLOUR | |
|---------------------------|----------------|
| Fine..... | \$ 1 60 @ 2 00 |
| Superfine..... | 1 70 @ 2 10 |
| Extra, No. 2..... | 2 20 @ 2 30 |
| Extra, No. 1..... | 2 40 @ 2 65 |
| Cleats..... | 2 50 @ 3 10 |
| Straights..... | 3 15 @ 3 40 |
| Patent, spring..... | 3 40 @ 3 75 |
| Patent, winter..... | \$ 3 35 @ 3 65 |
| City mills extras..... | 3 90 |
| Rye flour, superfine..... | 2 25 @ 2 60 |
| Buckwheat flour..... | ..... |
| Corn meal..... | ..... |
| Western, &c..... | 2 00 @ 2 10 |
| Brandywine..... | 2 15 |

[Wheat flour in sacks sells at prices below those for barrels.]

| GRAIN | |
|-------------------------|---|
| Wheat— | |
| Spring, per bush..... | 62 @ 68 ¹ / ₂ |
| Red winter No. 2..... | 65 @ 67 ¹ / ₂ |
| Red winter..... | 62 @ 68 |
| White..... | ..... |
| Oats—Mixed, per bu..... | 19 @ 20 ¹ / ₂ |
| White..... | 23 ¹ / ₂ @ 30 |
| No. 2 mixed..... | 22 @ 23 |
| No. 2 white..... | 25 ¹ / ₂ @ 26 ¹ / ₂ |
| Corn, per bush— | |
| West'n mixed..... | 26 ¹ / ₂ @ 31 |
| No. 2 mixed..... | 28 ¹ / ₂ @ 30 |
| Western yellow..... | 28 ¹ / ₂ @ 32 |
| Western White..... | 28 ¹ / ₂ @ 32 |
| Rye— | |
| Western, per bush..... | 38 ¹ / ₂ @ 40 ¹ / ₂ |
| State and Jersey..... | 38 @ 40 ¹ / ₂ |
| Barley—Western..... | 35 @ 40 |
| Feeding..... | 33 @ 34 |

EXPORTS OF BREADSTUFFS, PROVISIONS, COTTON AND PETROLEUM.—The exports of these articles during the month of July, and the seven months, for the past three years, have been as follows:

| Exports from U. S. | 1896. | | 1895. | | 1894. | |
|--------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | July. | 7 Months. | July. | 7 Months. | July. | 7 Months. |
| Quantities. | | | | | | |
| Wheat, bush..... | 6,72,096 | 34,642,614 | 4,271,291 | 38,569,212 | 5,557,944 | 36,361,527 |
| Flour, bbls..... | 1,358,631 | 8,492,426 | 892,373 | 7,636,042 | 1,161,394 | 8,908,125 |
| Wheat, bu..... | 12,185,970 | 72,358,531 | 8,288,897 | 72,931,041 | 10,747,717 | 76,439,080 |
| Corn, bush..... | 4,935,341 | 57,114,908 | 2,894,837 | 33,483,645 | 1,006,951 | 35,314,274 |
| Tot. bush..... | 17,091,111 | 129,973,439 | 12,138,720 | 96,420,016 | 11,754,668 | 111,763,363 |
| Values. | | | | | | |
| Wheat & flour..... | \$ 8,541,332 | \$ 53,100,922 | \$ 6,080,913 | \$ 49,762,931 | \$ 7,599,976 | \$ 57,343,928 |
| Corn & meal..... | 1,742,996 | 20,613,187 | 2,081,510 | 12,808,174 | 563,945 | 16,490,910 |
| Rye..... | 107,372 | 552,152 | 126 | 359 | ..... | 127 |
| Oats & meal..... | 1,593,909 | 4,951,776 | 133,890 | 612,071 | 23,814 | 257,953 |
| Barley..... | 424,059 | 2,313,709 | 199,528 | 407,188 | 8,859 | 494,461 |
| Br'dstuffs..... | 12,410,068 | 51,491,746 | 8,500,913 | 63,588,723 | 8,198,593 | 74,497,378 |
| Provisions*..... | 12,891,757 | 94,843,661 | 14,029,387 | 89,847,324 | 14,785,756 | 106,817,224 |
| Cotton..... | 3,601,343 | 95,837,539 | 1,918,079 | 93,924,483 | 3,121,956 | 90,717,910 |
| Petrol'm. &c..... | 5,498,917 | 35,121,823 | 4,905,055 | 29,367,598 | 2,935,702 | 21,953,509 |
| Tot. value..... | 35,462,645 | 307,314,760 | 29,444,337 | 276,728,128 | 29,032,666 | 293,986,021 |

* Including cattle and hogs in all months and years. NOTE.—All the above figures are based on the monthly preliminary returns issued by the Bureau of Statistics, and cover about 93 per cent of the total exports of breadstuffs and oil, 93 per cent of provisions and nearly 100 per cent of cotton.

The movement of breadstuffs to market as indicated in the statements below is furnished to us by the Statistician of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending Aug. 15, 1896, and since August 1, for each of the last three years:

| Receipts at— | Flour. | | Wheat. | Corn. | Oats. | Barley. | Rye. |
|-------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Bbls. 100 lbs | Bush. 50 lbs | Bush. 50 lbs | Bush. 50 lbs | Bush. 32 lbs | Bush. 48 lbs | Bush. 56 lbs |
| Chicago..... | 41,631 | 818,513 | 3,487,534 | 2,812,010 | 53,811 | 76,646 | 19,646 |
| Milwaukee..... | 37,50 | 231,850 | 24,70 | 493,099 | 133,292 | 19,200 | ..... |
| Duluth..... | 157,325 | 939,318 | 8,803 | 141,574 | 38,317 | 28,199 | ..... |
| Minneapolis..... | 890 | 494,050 | 6,339 | 112,670 | 4,510 | 11,590 | ..... |
| Toledo..... | 1,316 | 255,800 | 40,103 | 50,400 | ..... | 13,500 | ..... |
| Detroit..... | 3,960 | 68,091 | 24,103 | 24,189 | ..... | ..... | ..... |
| Cleveland..... | 1,572 | 19,676 | 3,391 | 26,235 | ..... | ..... | ..... |
| St. Louis..... | 23,910 | 799,855 | 1,104,355 | 272,440 | ..... | 3,812 | ..... |
| Peoria..... | 4,050 | 71,530 | 253,900 | 439,900 | 2,800 | 4,800 | ..... |
| Kansas City..... | ..... | 234,500 | 245,500 | 101,000 | ..... | ..... | ..... |
| Tot. wk. '96..... | 276,474 | 3,912,451 | 5,235,318 | 4,495,398 | 223,759 | 146,747 | ..... |
| Same wk. '95..... | 223,965 | 2,412,954 | 2,143,149 | 2,479,241 | 49,488 | 78,363 | ..... |
| Same wk. '94..... | 243,927 | 5,614,993 | 1,036,511 | 2,790,055 | 233,033 | 50,385 | ..... |
| Since Aug. 1. | | | | | | | |
| 1896..... | 552,496 | 7,315,962 | 10,193,782 | 6,410,075 | 451,112 | 252,630 | ..... |
| 1895..... | 624,111 | 7,010,743 | 5,827,578 | 6,577,624 | 113,182 | 229,526 | ..... |
| 1894..... | 823,314 | 17,211,633 | 4,290,655 | 7,928,612 | 351,693 | 114,075 | ..... |

The receipts of flour and grain at the seaboard ports for the week ended Aug. 15, 1896, follow:

| Receipts at— | Flour. | | Wheat. | Corn. | Oats. | Barley. | Rye. |
|-------------------|---------|-----------|-----------|-----------|---------|---------|-------|
| | bbls. | bush. | bush. | bush. | bush. | bush. | bush. |
| New York..... | 122,337 | 533,075 | 718,100 | 794,300 | 140,875 | 136,300 | ..... |
| Boston..... | 40,485 | 51,435 | 241,507 | 123,456 | ..... | 1,250 | ..... |
| Montreal..... | 42,953 | 319,464 | 392,143 | 191,390 | ..... | ..... | ..... |
| Philadelphia..... | 47,574 | 119,543 | 155,724 | 53,829 | ..... | 800 | ..... |
| Baltimore..... | 73,323 | 321,976 | 773,925 | 188,354 | ..... | 20,983 | ..... |
| Richmond..... | 2,500 | 14,540 | 19,125 | 33,780 | ..... | 1,182 | ..... |
| New Orleans..... | 12,292 | 44,909 | 404,212 | 47,638 | ..... | ..... | ..... |
| Total week..... | 341,434 | 1,401,947 | 2,675,907 | 1,435,615 | 141,475 | 159,675 | ..... |
| Week 1895..... | 323,904 | 855,793 | 991,997 | 753,979 | 830 | 13,512 | ..... |

The total receipts at ports named in last table from Jan. 1 to Aug. 15 compare as follows for four years:

| Receipts of— | 1896. | | 1895. | | 1894. | | 1893. | |
|--------------|-------|-------|-------|-------|-------|-------|-------|--|
| | bbls. | bush. | bbls. | bush. | bbls. | bush. | bbls. | |

The exports from the several seaboard ports for the week ending Aug. 15, 1896, are shown in the annexed statement:

| Exports from— | Wheat, bush. | Corn, bush. | Flour, bbls. | Oats, bush. | Rye, bush. | Peas, bush. |
|---------------------|--------------|-------------|--------------|-------------|------------|-------------|
| New York..... | 191,319 | 551,375 | 64,398 | 277,837 | 78,278 | 1,097 |
| Boston..... | 228,469 | 203,622 | 21,164 | 42,237 | ..... | ..... |
| Galveston..... | ..... | ..... | 20,811 | ..... | ..... | ..... |
| Philadelphia..... | 159,894 | 447,193 | 51,988 | 129,033 | ..... | ..... |
| Baltimore..... | 108,873 | 198,881 | 21,060 | 15,000 | ..... | ..... |
| New Orleans..... | 108,498 | 592,538 | ..... | ..... | ..... | ..... |
| Norfolk..... | 123,000 | 182,400 | 1,143 | ..... | ..... | ..... |
| Newport News..... | ..... | ..... | 26,551 | 147,000 | ..... | ..... |
| Montreal..... | 213,113 | 300,481 | 39,250 | 107,419 | ..... | 51,604 |
| Total week..... | 1,131,147 | 2,451,543 | 250,253 | 713,523 | 78,273 | 56,601 |
| Same time 1895..... | 677,433 | 1,049,501 | 168,508 | 4,734 | ..... | 4,587 |

The destination of these exports for the week and since September 1, 1895, is as below. We add the totals for the corresponding periods of last year for comparison:

| Exports for week and since Sept. 1 to— | Flour. | | Wheat. | | Corn. | |
|--|--------------------|----------------------|--------------------|----------------------|--------------------|----------------------|
| | Week Aug. 15 1896. | Since Sept. 1, 1895. | Week Aug. 15 1896. | Since Sept. 1, 1895. | Week Aug. 15 1896. | Since Sept. 1, 1895. |
| United Kingdom..... | 183,262 | 7,865,140 | 897,658 | 35,259,193 | 1,319,827 | 47,359,820 |
| Continent..... | 21,127 | 1,131,034 | 203,837 | 11,070,465 | 1,054,063 | 37,656,186 |
| B. & C. America..... | 19,870 | 1,339,947 | ..... | 25,593 | 399 | 653,681 |
| West Indies..... | 21,870 | 1,093,759 | ..... | 3,500 | 34,711 | 831,723 |
| Brit. N. A. Col's..... | 5,579 | 322,598 | ..... | 3,600 | ..... | 412,737 |
| Other countries..... | 150 | 170,914 | 34,677 | 1,391,213 | 38,977 | 2,635,997 |
| Total..... | 250,258 | 11,723,212 | 1,131,147 | 47,752,557 | 2,411,543 | 89,600,143 |
| Total 1895..... | 108,508 | 11,943,233 | 677,423 | 42,352,986 | 1,049,501 | 29,525,360 |

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, Aug. 15, 1896, was as follows:

| In store at— | Wheat, bush. | Corn, bush. | Oats, bush. | Rye, bush. | Barley, bush. |
|---------------------------|--------------|-------------|-------------|------------|---------------|
| New York..... | 1,758,000 | 450,000 | 1,367,000 | 46,000 | 47,000 |
| Do afloat..... | 40,000 | 17,000 | 39,000 | 33,000 | ..... |
| Albany..... | ..... | 15,000 | 25,000 | 5,000 | ..... |
| Buffalo..... | 1,451,000 | 405,000 | 459,000 | 127,000 | 196,000 |
| Do afloat..... | ..... | ..... | ..... | ..... | ..... |
| Chicago..... | 13,249,000 | 6,802,000 | 1,381,000 | 334,000 | 11,000 |
| Do afloat..... | ..... | ..... | ..... | ..... | ..... |
| Milwaukee..... | 163,000 | 1,000 | 176,000 | 315,000 | 26,000 |
| Do afloat..... | ..... | ..... | ..... | ..... | ..... |
| Duluth..... | 5,641,000 | 25,000 | 222,000 | 25,000 | 89,000 |
| Do afloat..... | ..... | ..... | ..... | ..... | ..... |
| Toledo..... | 657,000 | 98,000 | 93,000 | 84,000 | ..... |
| Do afloat..... | ..... | ..... | ..... | ..... | ..... |
| Detroit..... | 294,000 | 17,000 | 10,000 | 31,000 | ..... |
| Do afloat..... | ..... | ..... | ..... | ..... | ..... |
| Oswego..... | 63,000 | 55,000 | ..... | ..... | 43,000 |
| Do afloat..... | ..... | ..... | ..... | ..... | ..... |
| St. Louis..... | 2,072,000 | 981,000 | 76,000 | 9,000 | ..... |
| Do afloat..... | ..... | ..... | ..... | ..... | ..... |
| Cincinnati..... | 10,000 | 2,000 | 12,000 | 6,000 | 5,000 |
| Boston..... | 1,106,000 | 359,000 | 301,000 | ..... | ..... |
| Toronto..... | 123,000 | ..... | 70,000 | ..... | 22,000 |
| Montreal..... | 24,000 | 43,000 | 2,700 | 6,000 | 36,000 |
| Philadelphia..... | 559,000 | 143,000 | 91,000 | ..... | ..... |
| Peoria..... | 152,000 | 18,000 | 304,000 | 13,000 | 3,000 |
| Indianapolis..... | 436,000 | 106,000 | ..... | ..... | ..... |
| Kansas City..... | 893,000 | 23,000 | 7,000 | 5,000 | ..... |
| Baltimore..... | 1,341,000 | 734,000 | 474,000 | 43,000 | ..... |
| Minneapolis..... | 13,212,000 | 11,000 | 139,000 | 55,000 | 11,000 |
| On Mississippi River..... | 2,100 | 323,000 | ..... | ..... | ..... |
| On Lakes..... | 1,779,000 | 2,722,000 | 849,000 | 65,000 | 38,000 |
| On canal and river..... | 536,000 | 274,000 | 891,000 | 139,000 | 97,000 |
| Total Aug. 15, 1896..... | 45,873,000 | 13,750,000 | 7,279,000 | 1,598,000 | 612,000 |
| Total Aug. 8, 1896..... | 46,429,000 | 13,218,000 | 6,945,000 | 1,636,000 | 629,000 |
| Total Aug. 17, 1895..... | 36,893,000 | 4,293,000 | 3,631,000 | 394,000 | 213,000 |
| Total Aug. 13, 1894..... | 43,100,000 | 3,048,000 | 4,613,000 | 255,000 | 93,000 |
| Total Aug. 19, 1893..... | 57,313,000 | 5,339,000 | 2,370,000 | 331,000 | 418,000 |

THE DRY GOODS TRADE.

NEW YORK, FRIDAY, P. M., Aug. 21, 1896.

The cotton goods market closes with a firmer undertone than noted for some time past. The market for raw cotton and the curtailment of production of cotton goods have again been influences on the side of the seller, whilst a highly successful auction sale of prints has been an adventitious strengthening factor. This sale was held on Wednesday and comprised over 4,000 cases of Washington prints of all kinds to the value of about \$400,000. There was a good attendance and a ready distribution at surprisingly good prices. Many prints sold at regular market values and the majority of the others quite close up thereto. The result has given sellers more confidence in the value of their merchandise, even where goods are instock. The attendance of buyers has improved with more favorable weather, and the aggregate business for the week in staple cottons and in printed lines shows some increase both at first hands and with jobbers. There is an absence of pressure to sell stock goods, and in all staples, brown, bleached or colored, sellers refuse to accept orders for goods to be made on the basis of current prices. The demand for men's-wear woolen and worsted fabrics, has continued indifferent in the aggregate and quiet for dress goods.

DOMESTIC COTTON GOODS—The exports of cotton goods from this port for the week ending Aug. 17 were 5,173 packages, valued at \$233,835 their destination being to the points specified in the tables below:

| NEW YORK TO AUG. 17. | 1896. | | 1895. | |
|---------------------------|-------|---------------|-------|---------------|
| | Week. | Since Jan. 1. | Week. | Since Jan. 1. |
| Great Britain..... | 78 | 2,120 | 23 | 3,310 |
| Other European..... | 10 | 1,945 | 9 | 1,894 |
| China..... | 1,437 | 70,341 | 1,165 | 37,241 |
| India..... | ..... | 3,526 | 20 | 3,693 |
| Arabia..... | 1,183 | 18,324 | ..... | 15,952 |
| Africa..... | ..... | 13,235 | 128 | 5,815 |
| West Indies..... | 321 | 7,622 | 325 | 11,138 |
| Mexico..... | 93 | 1,869 | 58 | 1,912 |
| Central America..... | 201 | 5,750 | 340 | 7,325 |
| South America..... | 1,664 | 30,983 | 775 | 37,978 |
| Other Countries..... | 186 | 2,583 | 750 | 5,148 |
| Total..... | 5,173 | 158,298 | 3,593 | 131,403 |
| China, via Vancouver..... | ..... | 21,302 | ..... | 15,350 |
| Total..... | 5,173 | 181,600 | 3,593 | 146,756 |

* From New England mill points direct

The value of the New York exports for the year to date has been \$7,018,413 in 1896 against \$5,875,610 in 1895.

Brown goods, particularly the heavier weights of sheetings and drills, are decidedly firmer for future delivery, and with frequent bids based on prevailing prices for spot goods, declined. The positive demand has not increased to any material extent, orders still being for quite moderate quantities in the bulk of instances. The situation in bleached cottons is without alteration; there is a steady stream of orders for small quantities which sellers meet at previous prices. Kid-finished cambrics are in slack demand and irregular, as are wide sheetings. Cotton flannels and blankets inactive but generally steady. Denims are being held for higher prices in most instances, but the demand is still slow. Other coarse colored cottons are quiet, but disclose a steadier tone in most directions. In printed goods the auction sale referred to above was the chief feature of the week. Under its influence the market for prints has shown a more cheerful tone. A fair amount of regular business has been done in both staples and fancy lines. The market for gingham is without improvement. Print cloths are very firm, closing with bids of 3 7/16c. for extras, refused by sellers after small sales thereat. Oil goods against buyers.

| Stock of Print Cloths— | 1896. | 1895. | 1894. | 1893. |
|--------------------------------|---------|---------|---------|---------|
| At Providence, 64 squares..... | 353,000 | 141,000 | 322,000 | 183,000 |
| At Fall River, 64 squares..... | 960,000 | 53,000 | 614,000 | 444,000 |
| At Fall River, odd sizes..... | 700,000 | 77,000 | 221,000 | ..... |

Total stock (pieces)..... 2,015,000 271,000 1,157,000 629,000

WOOLEN GOODS—Some agents have reported a fair amount of business secured in new light-weight goods, but taken in the aggregate the demand is still backward and unsatisfactory. The cheaper lines of fancies are selling better than the higher grade goods and orders of any volume are nearly always confined to grades below 65c. per yard. Fancy chevrons in such qualities are in relatively best request, with fancy all-wool cassimeres favored next. Worsted cassimeres at \$1 to \$1 25 and still higher grade fancy worsteds are slow. The demand for plain staple goods is inactive with few exceptions. Kerseys and boucles are in moderate request by the cloaking trade but the overcoating demand is still slow. Sales of satinets are light and indifferent of cotton-warp cassimeres, cotton worsteds and do-skin jeans. Business in dress goods is quiet, the re-order demand coming forward slowly. Flannels, blankets and carpets quiet and unaltered.

FOREIGN DRY GOODS.—With more favorable weather and a good attendance of buyers business has shown some improvement, especially at second hands. Dress goods and silks have been in better request; ribbons and laces, hosiery and underwear, and linens, generally quiet. Men's-wear fabrics for spring still ordered conservatively.

Importations and Warehouse Withdrawals of Dry Goods.

The importations and warehouse withdrawals of dry goods at this port for the week ending Aug. 20, 1896, and since January 1, 1896, and for the corresponding periods of last year are as follows:

| IMPORTS ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1896 AND 1895. | 1896. | | 1895. | |
|--|----------------------------|---------------------|----------------------------|---------------------|
| | Week Ending Aug. 20, 1896. | Since Jan. 1, 1896. | Week Ending Aug. 22, 1895. | Since Jan. 1, 1895. |
| Manufactures of— | Pkgs. | Value. | Pkgs. | Value. |
| Wool..... | 2,936 | 567,412 | 62,218 | 15,713,630 |
| Cotton..... | 1,308 | 3,477,752 | 54,327 | 12,058,501 |
| Silk..... | 799 | 381,733 | 30,863 | 13,041,971 |
| Flax..... | 1,729 | 209,546 | 61,411 | 8,232,829 |
| Miscellaneous..... | 1,137 | 281,130 | 621,946 | 9,184,487 |
| Total..... | 7,208 | 11,720,573 | 830,760 | 58,268,418 |
| WAREHOUSE WITHDRAWALS THROWN UPON THE MARKET. | | | | |
| Manufactures of— | Pkgs. | Value. | Pkgs. | Value. |
| Wool..... | 705 | 200,713 | 25,209 | 6,672,139 |
| Cotton..... | 430 | 909,070 | 14,546 | 4,477,161 |
| Silk..... | 203 | 88,294 | 5,631 | 3,463,578 |
| Flax..... | 245 | 42,699 | 9,273 | 2,673,148 |
| Miscellaneous..... | 109 | 39,960 | 9,738 | 1,557,117 |
| Total withdrawn..... | 1,691 | 470,736 | 64,385 | 15,358,197 |
| Total imports..... | 7,208 | 11,720,573 | 830,760 | 58,268,418 |
| Total marketed..... | 8,899 | 2,191,309 | 895,119 | 73,626,615 |
| IMPORTS ENTERED FOR WAREHOUSE DURING SAME PERIOD. | | | | |
| Manufactures of— | Pkgs. | Value. | Pkgs. | Value. |
| Wool..... | 550 | 155,615 | 31,803 | 8,074,022 |
| Cotton..... | 1,430 | 1,443,854 | 593 | 3,743,834 |
| Silk..... | 178 | 64,574 | 169 | 8,742,511 |
| Flax..... | 378 | 69,897 | 450 | 7,977,450 |
| Miscellaneous..... | 94 | 30,752 | 164 | 1,683,686 |
| Total..... | 1,738 | 465,132 | 72,066 | 17,204,689 |
| Total imports..... | 7,208 | 11,720,573 | 830,760 | 58,268,418 |
| Total marketed..... | 8,943 | 2,185,705 | 900,343 | 75,473,107 |

STATE AND CITY DEPARTMENT.

TERMS OF SUBSCRIPTION.

THE INVESTORS' SUPPLEMENT will be furnished without extra charge to every annual subscriber of the COMMERCIAL AND FINANCIAL CHRONICLE.

THE STATE AND CITY SUPPLEMENT will also be furnished without extra charge to every subscriber of the CHRONICLE.

THE STREET RAILWAY SUPPLEMENT will likewise be furnished without extra charge to every subscriber of the CHRONICLE.

THE QUOTATION SUPPLEMENT, issued monthly, will also be furnished without extra charge to every subscriber of the CHRONICLE.

TERMS for the CHRONICLE with the four Supplements above named are Ten dollars within the United States and Twelve Dollars in Europe, which in both cases includes postage.

Terms of Advertising—(Per inch space.)

| | | | |
|----------------------|--------|--------------------------|---------|
| One time | \$3 50 | Three Months (13 times) | \$25 00 |
| One Month (4 times) | 11 00 | Six months (26 times) | 43 00 |
| Two Months (8 times) | 18 00 | Twelve Months (52 times) | 58 00 |

(The above terms for one month and upward are for standing cards.)

The purpose of this State and City Department is to furnish our subscribers with a weekly addition to and continuation of the STATE AND CITY SUPPLEMENT. In other words, with the new facts we shall give, the amplifications and corrections we shall publish, and the municipal laws we shall analyze in the "State and City Department," we expect to bring down weekly the information contained in the STATE AND CITY SUPPLEMENT to as near the current date as possible. Hence every Subscriber will at all times possess a complete and fresh cyclopaedia of information respecting Municipal Debts.

MUNICIPAL BOND SALES IN JULY.

According to our usual monthly compilation the total amount of municipal bonds reported as issued and sold during the month of July was \$5,313,495. While this shows a decided falling off from the totals for May and June, which were \$10,712,538 and \$12,792,308 respectively, it is larger than the amount reported for any other month of this year except January. In July, 1895, the total was \$15,374,660; in July, 1894, it was \$8,253,237; in July, 1893, it was \$1,691,600, and in 1892 it was \$4,139,100.

The number of bond issues offered for sale last month was unusually large, and had it not been for the depression in the market the volume of business in this line would have been correspondingly heavy. Bidding, however, was not active, and the prices named were so low that a large proportion of the offerings were withdrawn. Several municipalities received no proposals whatever for their securities, and in many instances temporary loans have been resorted to until better prices can be obtained for bonds.

In the following table we give the prices which were paid for July loans to the amount of \$1,930,495, issued by 24 municipalities. The aggregate of sales for which no price is reported is \$3,383,000, and the total sales for the month \$12,792,308:

| JULY BOND SALES. | | | | | |
|------------------|----------------------|-------|--------------|----------|---------|
| Page. | Location. | Rate. | Maturity. | Amount. | Award. |
| 86. | Avon, Mass. | 4 | 1897-1924 | \$14,500 | 101-63 |
| 40. | Buffalo, N. Y. | 3½ | July 1, 1916 | 183,000 | 101-413 |
| 200. | Buffalo, N. Y. | 3½ | Aug. 1, 1926 | 30,000 | 100-27 |
| 200. | Buffalo, N. Y. | 3½ | Aug. 1, 1926 | 30,000 | 100-57 |
| 200. | Cambridge, Mass. | 4 | 1911 | 50,000 | 103-657 |
| 86. | Cohoes, N. Y. | 4 | 1909-1911 | 15,000 | 103-77 |
| 200. | Crawford Co., Ind. | 5½ | 1916 | 14,000 | 100-178 |
| 86. | Danvers, Mass. | 4 | 1897-1916 | 32,000 | 102-476 |
| 86. | Deaf Smith Co., Tex. | 6 | 1936 | 17,000 | 100 |
| 87. | Fall River, Mass. | 4 | July 1, 1926 | 100,000 | 110-13 |
| 124. | Lexington, Mass. | 4 | 1897-1906 | 10,000 | 102-0-4 |
| 41. | Meriden, Conn. | 4 | 1913 | 20,000 | 104-75 |

| Page. | Location. | Rate. | Maturity. | Amount. | Award. |
|-------|----------------------|-------|---------------|---------|------------------|
| 163. | Miami Township, O. | 5 | Sept. 1, 1898 | \$6,860 | 102-84 |
| 87. | Minneapolis, Minn. | 4 | July 1, 1926 | 100,000 | 105-25 |
| 277. | Mitchell, S. Dak. | 6 | | 30,000 | 103 |
| 87. | Monroe Co., N. Y. | 3½ | Feb. 1, 1920 | 50,000 | 100-5 |
| 163. | Montclair, N. J. | 4 | 1911 | 45,000 | 100-10 |
| 200. | New York City, N. Y. | 3½ | Nov. 1, 1914 | 50,000 | 100-55 |
| 200. | New York City, N. Y. | 3½ | Nov. 1, 1914 | 50,000 | 101-14 |
| 201. | New York City, N. Y. | 3½ | Nov. 1, 1914 | 15,000 | 100-50 |
| 201. | New York City, N. Y. | 3½ | Nov. 1, 1914 | 5,000 | 100-50 |
| 201. | New York City, N. Y. | 3½ | Nov. 1, 1914 | 1,000 | 100 |
| 201. | New York City, N. Y. | 3½ | | 100,000 | 100-55 |
| 201. | New York City, N. Y. | 3½ | | 100,000 | 100-125 |
| 201. | New York City, N. Y. | 3½ | | 100,000 | 101 |
| 201. | New York City, N. Y. | 3½ | | 15,000 | 100 |
| 201. | New York City, N. Y. | 3½ | | 4,000 | 101 |
| 201. | New York City, N. Y. | 3½ | | 5,000 | 107-21 |
| 201. | New York City, N. Y. | 3½ | | 10,000 | 105 |
| 201. | New York City, N. Y. | 3½ | | 10,000 | 103-52 |
| 201. | New York City, N. Y. | 3½ | | 10,000 | 100-26 |
| 201. | New York City, N. Y. | 3½ | | 5,000 | 100 |
| 201. | New York City, N. Y. | 3½ | | 25,000 | 100 |
| 201. | New York City, N. Y. | 3½ | | 10,000 | 101 |
| 201. | New York City, N. Y. | 3½ | | 10,000 | 101 |
| 201. | New York City, N. Y. | 3½ | | 5,000 | 100-50 |
| 201. | New York City, N. Y. | 3½ | | 5,500 | 101-05 |
| 201. | New York City, N. Y. | 3½ | | 3,000 | 101 |
| 201. | New York City, N. Y. | 3½ | | 6,000 | 100 |
| 201. | New York City, N. Y. | 3½ | | 20,000 | 100 |
| 201. | New York City, N. Y. | 3½ | | 2,000 | 100 |
| 201. | New York City, N. Y. | 3½ | | 30,000 | 100 |
| 201. | New York City, N. Y. | 3½ | | 100,000 | 101-75 to 101-88 |
| 201. | New York City, N. Y. | 3½ | | 30,000 | 100-01 |
| 201. | New York City, N. Y. | 3½ | | 100,000 | 100-55 |
| 201. | New York City, N. Y. | 3½ | | 100,000 | 100-25 |
| 201. | New York City, N. Y. | 3½ | | 10,000 | 102 |
| 201. | New York City, N. Y. | 3½ | | 25,000 | 100 |
| 201. | New York City, N. Y. | 3½ | | 5,000 | 100 |
| 201. | Portsmouth, N. H. | 4 | July 1, 1916 | 25,000 | 102-55 |
| 201. | Portsmouth, N. H. | 4 | July 1, 1916 | 6,500 | 104 |
| 202. | Saginaw, Mich. | 5 | 1897-1911 | 52,000 | 100-09 |
| 164. | St. Paul, Minn. | 5 | July 1, 1897 | 25,000 | 100-72 |
| 87. | Schenectady, N. Y. | 4 | July 15, 1916 | 30,000 | 106-46 |
| 87. | Schenectady, N. Y. | 4 | July 15, 1923 | 5,000 | 107-8 |
| 126. | Sumter Co., S. C. | 6 | 1906 | 15,000 | 100-75 |
| 278. | Wellston, Ohio. | — | | 13,135 | 101-001 |
| 87. | Wood County, O. | 5 | 1901-1902 | 40,000 | 103-13 ½ |
| 165. | Youngstown, O. | 5 | 1897-1901 | 5,000 | 101 |

Total (24 municipalities)..... \$1,930,495
 Aggregate of sales for which no price has been reported..... 3,383,000
 Total sales for July..... \$5,313,495

Bond Proposals and Negotiations.—We have received through the week the following notices of bonds recently negotiated and bonds offered and to be offered for sale.

Aberdeen, Md.—Bond Election.—On Sept. 5, 1896, water-works and electric-light bonds of Aberdeen to the amount of \$15,000 are to be voted on.

Arverne-by-the-Sea, N. Y.—Bond Offering.—Proposals will be received until 4 P. M. September 5, 1896, by John R. Waters, at 54 Franklin Street, New York City, or until 8 P. M. at the office of the Village Clerk at Arverne-by-the-Sea, for the purchase of \$15,000 of 4 per cent gold building and drainage bonds. The securities will be dated October 1, 1896, interest will be payable semi-annually in gold on April 1 and October 1, and the principal will mature part yearly from 1917 to 1927, both inclusive.

The official notice of this bond offering will be found among the advertisements elsewhere in this Department.

Baltimore, Md.—Bond Election.—The Mayor of Baltimore reports to the CHRONICLE that ordinances have been approved providing for submission of the question to a vote of the people next November whether \$1,000,000 of city stock shall be issued for the construction of a general subway system and whether \$1,600,000 city stock shall be issued to fund the floating debt. If the majority of the people approve the measures, the stock will probably be issued about January 1, 1897.

Belmont, N. Y.—Bond Sale.—Water-works bonds of this village, bearing interest at the rate of 3½ per cent, have been sold to the State Comptroller at par.

Blanchester, O.—Bonds Unsold.—No satisfactory bids were received on Aug. 15, 1896, for \$30,000 of water-works and electric-light bonds. The securities were to bear interest at the rate of 5 per cent per annum from the date of sale, but the rate may be raised to 6 per cent if 5s fail to sell. The principal will mature as follows:

One bond for the sum of \$1,000, due Sept. 15, 1906, and one \$1,000 bond due on the 15th day of September each year thereafter, up to and including the year 1915. Also one bond of \$2,000 due Sept. 15, 1916, and one for \$2,000 on the 15th day of September each year thereafter up to and including the year 1925. Interest due and payable on the 15th day of March and September each year, the first interest being due March 15, 1897.

The assessed valuation of this village is \$335,000, the real valuation (estimated) \$950,000, and the population, according to local figures, 1,700.

Braddock, Pa.—Bonds Authorized.—The city of Braddock has voted by a majority of 79 in favor of issuing bonds for \$102,000 for the extension of its water-works, building a reservoir and paving streets.

Camden, N. J.—Bond Offering.—Proposals will be received by the E. C. Jones Co., of New York City, for the purchase of water-works bonds of Camden, N. J., to the amount of \$200,000. The securities are to be sold at not less than par.

Canton, Ohio.—Bond Offering.—City Clerk F. H. Belden will receive proposals until September 7th at 12 o'clock M. for \$7,700 of street improvement bonds, to bear interest at a rate not to exceed 5 per cent and to mature part yearly in from one to ten years.

The total debt of Canton is \$720,115, including a water debt of \$190,000. The sinking fund amounts to \$75,857 40; assessed valuation \$11,240,600; actual value about \$10,000,000. Population in 1893 was 32,176 and it is at present estimated at 38,000.

Cleveland, Ohio.—Bond Offering.—Proposals will be received until September 16, 1896, at 12 o'clock noon, by City Auditor H. L. Rossiter for \$250,000 of 4 per cent park bonds and \$300,000 of 4 per cent water bonds. The park bonds will draw interest from July 1, 1896, and mature April 1, 1927, and the water bonds will draw interest from October 1, 1896, and will mature October 1, 1926. Principal and interest of both loans will be payable at the American Exchange National Bank of New York City.

Cathbert, Ga.—Bond Election.—An election will be held on Sept. 18, 1896, to vote on the question of issuing \$7,000 of electric-light bonds.

Fall River, Mass.—Bond Offering.—City Treasurer Charles P. Brightman will receive proposals until August 27, at 10 A. M., for \$100,000 of 4 per cent sewer bonds. The securities will be dated July 1, 1896, interest will be payable semi-annually on January 1 and July 1, and the principal will mature July 1, 1926. The loan is secured by a sinking fund.

Jamestown, N. Y.—Bond Offering.—Proposals will be received until September 8, 1896, by John Conway, President of the Board of Public Works, for the purchase of \$250,000 of water-works bonds.

Ligonier, Pa.—Bonds Authorized.—Water-works bonds of this place have been voted.

Lynn, Mass.—Bond Sale.—It is reported that Lynn has sold \$50,000 of 4 per cent 30-year water bonds at 102.

Mercer County, N. J.—Bond Offering.—Proposals will be received until August 24, 1896, at 3 o'clock P. M., by County Collector S. Walker, Jr., for the purchase of \$100,000 of 5 per cent gold bonds. The securities will be dated September 1, 1896, interest will be payable semi-annually on March 1 and September 1, at the office of the County Collector in Trenton, and the principal will mature at the rate of \$10,000 yearly from date of issue.

The total debt of the county, including this issue, is \$270,000, all bonded; assessed valuation, \$41,811,895; population, 85,000.

Middletown, Ohio.—Bond Offering.—Proposals will be received until August 28 at 12 o'clock, M., by J. V. Bonnell, City Clerk, for the purchase of \$50,000 of 4½ per cent sewer bonds. The securities will be dated August 1, 1896, interest will be payable semi-annually on February 1 and August 1 at the National Park Bank of New York City, and the principal will mature at the rate of \$2,000 yearly, in from one to twenty-five years from date of issue.

The following statements regarding the financial condition of the city are certified to by Mayor F. S. Tanzey: Actual value of property, \$15,000,000; assessed valuation, \$4,665,620; total bonded city debt, excluding this issue, \$99,500; water-works debt, included above, \$79,500; city owns property, including water-works, \$180,000; amount of city's sinking fund, none; total bonded school debt, \$74,000; school board owns property worth \$175,000; population is at present estimated at 10,500.

Milwaukee, Wis.—Bonds Unsold.—City Comptroller William J. Fiebrantz received only five bids on Aug. 18 when \$220,000 of school bonds, \$120,000 of public park bonds, \$160,000 of street improvement bonds and \$40,000 of sewerage bonds were offered for sale. The highest offer for all the sewerage bonds was 104½ and for park bonds 105. All of the bids were rejected. Proposals are asked for again until Aug. 25 at 12 M. The securities are dated July 1, 1896, interest at the rate of 5 per cent will be payable semi-annually on Jan. 1 and July 1, and 5 per cent of the principal of each issue will mature annually from date.

Montgomery, Ala.—Bonds Authorized.—The city of Montgomery has authorized the issuance of 6 per cent street

NEW LOANS.

GOLD STANDARD.

CITY OF DULUTH, MINNESOTA,

GOLD 4½S.

Dated July 1, 1896.

Due July 1, 1926.

COUPON BONDS, \$1,000 EACH.

Principal and Semi-Annual Interest payable in Gold at the American Exchange National Bank, New York.

The validity of this issue has been approved by Messrs. Storey & Thorndike, Boston, Mass. We offer the bonds subject to previous sale or advance in price, at 101¼ and accrued interest. Wire orders at our expense.

At the present time lenders have money in abundance, but imperatively demand:

1st. Absolute security.

2d. The promise and assurance of the ability of the promisor to pay at maturity in dollars worth one hundred cents in any market of the world.

3d. A satisfactory rate of interest.

We believe that judicious purchases made to-day of Gold Bonds of good cities must prove most satisfactory investments if held to maturity, and as confidence in the defeat of the Silver Party in November is growing, the prices of good securities should have a substantial advance from their present level.

THIRD NATIONAL BANK,
EXCHANGE BUILDING, BOSTON.

CANADIAN BONDS.

Dominion and Provincial Government Bonds
Municipal and Street Railway Bonds
Bought and Sold.

JAS. A MELDRUM & CO.

CANADA LIFE BUILDING,
TORONTO, ONT.

CORRESPONDENCE SOLICITED.

N. B.—Investors desiring first-class security for their money cannot do better than purchase Canadian Bonds. No currency trouble to fear, and all bonds are practically payable in gold.

WANTED.

Defaulted Kansas Bonds.

COUNTIES—Comanche, Meade, Seward, Stevens, Morton, Stanton, Grant, Haskell, Gray, Kiowa, Pratt, Wallace, Scott, Rush.

CITIES—Medicine Lodge, Coldwater, Meade Centre, Hugoton, Richfield, Ulysses, Santa Fe, Anthony City, Coolidge, Syracuse, Cimarron, Greensburg, Pratt City, Kingman, Ellsworth, Leoti.

Also Lake and Ouray Counties, Colorado, and Santa Fe, San Miguel and Valencia Counties, New Mexico.

JOHN A. SLY,

150 Broadway, - - - New York.

NEW LOANS.

\$325,000

LEVEE DISTRICT

4% BONDS.

CLARKSDALE, MISS., July 27th, 1896.

Sealed bids will be received at the office of the undersigned at this place until Thursday noon, October 1st, 1896, for the purchase of Three Hundred and Twenty-five Thousand Dollars (\$325,000) of the funding bonds of the Board of Levee Commissioners for the Yazoo-Mississippi Delta Levee District, said bonds to be of the denomination of Five Hundred Dollars (\$500) each, due thirty years from October 1st, 1896, but subject to call after twenty years from date, said bonds carrying semi-annual coupons at the rate of four per cent per annum, payable on the first days of April and October of each year. Said bonds are authorized under an Act of the Legislature of Mississippi approved March 19th, 1896. No bid will be considered which is made for less than par and accrued interest.

Information will be furnished on application to the undersigned.

G. R. PAGE,

Secretary and Treasurer.

\$11,000

YEADON BOROUGH

SEWER LOAN.

Sealed proposals will be received until 3:30 o'clock P. M. on August 24, 1896, for twenty-two bonds of the Borough of Yeadon of Five Hundred Dollars each, with interest at a rate to be specified in the bid, clear of all taxes, payable semi-annually in the City of Philadelphia, the principal thereof to be payable as follows, to wit: the principal of one of said bonds to be payable at the expiration of each third year, during a period of twelve years after the date of said bonds, and the principal of one of said bonds to be payable at the expiration of each year after said first twelve years during a further period of eighteen years. The proceeds of the sale of these bonds are to be used exclusively in the construction of a sewer system for the Borough of Yeadon.

The total assessed valuation of taxable property in the Borough is about \$555,000; the present indebtedness of the Borough before the issuing of said bonds is \$6,040 39. The total indebtedness of the Borough, including said bonds, will be \$17,040 39. The present tax rate in the Borough for 1896, including Borough, school and County, is 13 mills.

Address or deliver all proposals to

ALBERT MOORE, Esq.,

Secretary of Councils, Yeadon, Pa.

paving bonds to the amount of \$87,500. The securities will be dated April 1, 1896, and interest and one-twentieth of the principal will be payable annually at the American Exchange National Bank of New York City. Messrs. J. H. Talbot & Co., who have been awarded the contract for the work, have agreed to take the bonds at par in payment.

Morgantown, W. Va.—Bonds Authorized.—It is reported that \$100,000 of Morgantown bridge-building bonds have been voted.

Mt. Vernon, Ohio—Bond Sale.—It is reported the \$15,000 of water-works bonds of Mt. Vernon have been awarded to the Fourth National Bank of Columbus at a premium of \$61 and accrued interest.

New Castle, Pa.—Bond Offering.—City Clerk Frank Tidball will receive proposals until September 14 at 7 p. m. for \$40,000 of 4 per cent 10-20 year street improvement bonds and \$10,000 of 4 per cent 10-15 year sewer bonds. The securities an exempt from all taxes and interest will be payable semi-annually.

New York City—Bonds Unsold.—Another failure to sell New York City bonds was recorded on Monday of this week. The difficulty, however, was not from lack of bids, as fifty proposals were received aggregating \$1,543,842.50, but the prices, which ranged from par to 101.25 were considered too low. The bonds offered were gold 3½ per cents to the amount of \$3,483,033.41, issued for various purposes, and maturing as follows:

| | | | |
|----------------------------------|------------------|--------------------------|------------------|
| LOANS— | <i>When Due.</i> | LOANS— | <i>When Due.</i> |
| HARLEM RIVER BRIDGE— | | PARKS AND PARKWAYS— | |
| 3½g., M-N, \$400,000g. | Nov. 1, 1918 | 3½g., M-N, \$148,000g. | Nov. 1, 1917 |
| SCHOOL BONDS— | | PAVING— | |
| 3½g., M-N, \$901,904 25g. | Nov. 1, 1914 | 3½g., M-N, \$100,000g. | Nov. 1, 1917 |
| SCHOOL IMPROVEMENT BONDS— | | PUBLIC PARK— | |
| 3½g., M-N, \$95,115 33g. | Nov. 1, 1915 | 3½g., M-N, \$25,984 92g. | Nov. 1, 1917 |
| COLLEGE OF NEW YORK— | | PUBLIC PARK, 12TH WARD— | |
| 3½g., M-N, \$150,000g. | Nov. 1, 1914 | 3½g., M-N, \$20,518 98g. | Nov. 1, 1917 |
| CHANGE OF GRADE— | | STATE TAX FOR INSANE— | |
| 3½g., M-N, \$25,000g. | Nov. 1, 1910 | 3½g., M-N, \$1,200,000g. | Nov. 1, 1915 |
| EAST RIVER BRIDGE— | | ADDITIONAL WATER STOCK— | |
| 3½g., M-N, \$45,000g. | Nov. 1, 1917 | 3½g., A-O, \$319,500g. | Oct. 1, 1915 |

The bonds for the payment of the State taxes for the support of the insane are exempt from all taxation, and those for

additional water supply are exempt from taxation for city and county purposes. It was for these issues that a large proportion of the bids were made.

Bond Proposition Defeated.—As a result of the city's failure to sell bonds the Board of Estimate and Apportionment refused to authorize the issuance of school loans for \$863,281.07, which were proposed at a meeting on Tuesday. The money is needed for the purchase of school house sites, but the Board is opposed to the issuance of securities, except to meet obligations already incurred, until better prices can be obtained.

Oxford, Miss.—Bonds Authorized.—The city of Oxford has authorized water-works bonds for \$20,000.

Peoria, Ill.—Bond Offering.—City Comptroller Jacob Heim will receive bids until noon of September 1, 1896, for \$125,000 of 6 per cent street improvement bonds, to mature part yearly in from one to six years.

Riverside, Cal.—Bond Sale—It is reported that the city of Riverside has sold \$40,000 of 7 per cent electric-light bonds for a premium of \$1,765 and accrued interest.

Sacramento, Cal.—Bonds Authorized.—It is reported that sewer bonds of this city to the amount of \$65,000 have been voted.

Santa Barbara, Cal.—Bond Election—On September 7, 1896, the people of this place will vote on the question of issuing water-works bonds to the amount of \$50,000.

Trenton, N. J.—Bonds Authorized—Sewer bonds of this city to the amount of \$84,000 have been authorized.

Tunkhannock, Pa.—Bond Election.—On August 25, 1896, the people of this place will vote on the question of issuing \$6,200 of sewer bonds.

Uinta County, Wyo.—Bond Call—Notice is given by County Treasurer John R. Arnold that jail and residence bonds of Uinta County, numbered 2 to 19 inclusive, are called for payment, and will be redeemed on presentation on or before Sept. 15, 1896, when interest will cease.

West Winsted, Conn.—Bond Offering.—Proposals will be received until September 1, 1896, by H. W. Robinson, Treasurer, for the purchase of \$100,000 of water-works bonds.

NEW LOANS.

VILLAGE OF

Arverne-by-the-Sea.

NOTICE OF SALE OF VILLAGE BONDS.

Sealed bids are desired for the purchase of Fifteen Thousand Dollars (\$15,000) four per cent bonds of the Village of Arverne-by-the-Sea, Town of Hempstead, County of Queens, N. Y. (in Greater New York), principal and interest payable in U. S. gold coin of the present standard of weight and fineness. These bonds will be issued pursuant to vote of the taxpayers, will be dated 1st of October, 1896, and will bear interest at four per cent, payable semi-annually on the first days of April and October of each year.

Eight Thousand Dollars of said bonds will be issued for the acquirement or erection of a village building, and will be payable in eight annual instalments of One Thousand Dollars each, on the first day of October in each year, from 1917 to 1924 inclusive. Seven Thousand Dollars of said bonds will be issued for the construction of culverts and drains, and will be payable in seven annual instalments of One Thousand Dollars each, on the first day of October in each year, from 1921 to 1927 inclusive. The bonds will be for One Thousand Dollars each, in usual form, coupon or registered, as the purchaser may elect.

Sealed bids will be received for the above by John R. Waters, at 24 Franklin Street, New York, until 4 P. M., or at the office of the Village Clerk, at Arverne-by-the-Sea, Queens County, New York, until 5 P. M. of Saturday, September 5th, 1896, at which latter time and place the bids will be opened and the awards made. Each bid must be accompanied by a certified check for \$100 to the order of the Trustees of the Village of Arverne-by-the-Sea, and checks will be returned to all unsuccessful bidders. Should any bidder whose proposal may be accepted fail to take and pay for the bonds allotted to him, at the time and place hereinafter specified for the delivery of the bonds, his check will be retained by the Trustees as liquidated damages for such failure.

The bonds will be delivered at the National Shoe & Leather Bank, 271 Broadway, New York, on the first day of October, 1896.

The Trustees reserve the right to reject any and all bids.

By order of the Board of Trustees of the Village of Arverne-by-the-Sea, N. Y.

Dated ARVERNE-BY-THE-SEA, August 19th, 1896.

JOHN R. WATERS, President.

A. E. KARELSEN, Clerk.

\$60,000

City of Charleston, S. C.

Sealed bids will be received by the undersigned until 2 o'clock P. M. Friday, September 18th, 1896, for Sixty Thousand (\$60,000) Dollars or any part thereof of new City of Charleston bonds, bearing interest at the rate of five (5) per annum, payable semi-annually on the 1st of April and on the 1st of October in each year. The bonds are each of the denomination of Five Hundred Dollars and will run for thirty years from 1st October, 1896.

The right to reject any or all bids or parts of bids is reserved. Bids should be forwarded to

J. O. LEA, City Treasurer,
Charleston, S. C.

NEW LOANS.

\$33,000

WILMERDING, PA.,

5% BONDS.

Sealed proposals will be received, to and including August 26, at 7:30 P. M., for \$33,000 5 per cent Street and Sewer Bonds (purchaser to pay State tax). For further information inquire of P. W. MORGAN, of East Pittsburg National Bank, or C. C. COWELL, Borough Clerk, Wilmerding, Pa.

We own various issues of very desirable investment bonds, the principal and interest being payable in gold.

A full description of these bonds, with attractive prices, will be mailed upon application.

E. H. ROLLINS & SONS,
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CITY OF

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Executors, Administrators, Guardians and others holding trust funds are authorized by an act of the New York Legislature, passed March 14, 1889, to invest in these bonds.

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| Rock Rapids, Ia., School..... | 5s |
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| Fonda, Ia., Water..... | 6s |

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STATE CITY & RAILROAD BONDS.

STATE AND CITY DEBT CHANGES.

We subjoin reports as to municipal debts received since the last publication of our STATE AND CITY SUPPLEMENT. Some of these reports are wholly new and others cover items of information additional to those given in the SUPPLEMENT and of interest to investors.

Covington, Ky.—Joseph L. Rhinock, Mayor. The following statement concerning the finances of Covington has been corrected to August 1, 1896, by means of a special report to the CHRONICLE from William F. Taylor, City Auditor

This city is in Kenton County.

| LOANS— | When Due. | LOANS— | When Due. |
|------------------------------|--------------|-------------------------------|--------------|
| ASPHALT BONDS— | | REDEMPTION BONDS— | |
| 5s, May, \$94,800..... | 1903 | 4s, F&A, \$119,300..... | Aug. 1, 1922 |
| (Part due yearly.) | | RESERVOIR & WATER WORKS Bds.— | |
| 4s, F&A, \$145,900..... | Aug. 1, 1931 | 4s, J&J, \$525,000..... | Jan. 1, 1927 |
| BRICK BONDS— | | 4s, J&J, 379,000..... | Jan. 1, 1928 |
| 5s, Feb. 1, \$6,700..... | Ten years | 4s, J&J, 25,000..... | July 1, 1928 |
| 5s, Feb. 1, 8,100..... | Ten years | 4s, J&J, 111,500..... | July 1, 1930 |
| BRIDGE BONDS— | | REFUNDING BONDS— | |
| 4s, J&J, \$36,000..... | July 1, 1926 | 4s, J&J, \$51,600..... | July 1, 1934 |
| CASPARIS JUDGMENT BONDS— | | SEWER BONDS— | |
| 4s, M&S, \$124,100..... | Mar. 1, 1933 | 5s, F&A, \$57,000..... | Eight years |
| COV. W. COV. & LUD. HIGHWAY— | | (Part due yearly.) | |
| 4s, F&A, \$7,900..... | Aug. 1, 1923 | SCHOOL BONDS— | |
| Subject to call. | | 4s, J&J, \$20,000..... | July 1, 1897 |
| FLOATING DEBT BONDS— | | 4s, J&J, 20,000..... | July 1, 1905 |
| 8s, J&J, \$78,000..... | July 1, 1899 | WATER WORKS REDEMPTION— | |
| FUNDING BONDS— | | 4s, J&J, \$193,400..... | Jan. 1, 1930 |
| 5s, F&A, \$308,000..... | Aug. 1, 1920 | | |
| 4s, F&A, 78,000..... | Aug. 1, 1920 | | |

INTEREST on the 8 per cent bonds, on the 5 per cent asphalt bonds, on sewer bonds, on brick bonds, and on the Covington West Covington and Lud. highway bonds, is payable in Covington; on all other bonds in New York.

TAX FREE.—All bonds are exempt from taxation.

TOTAL DEBT, SINKING FUND, ETC.—The subjoined statement shows Covington's total municipal debt, the sinking fund held by the city against the same, and the water debt at dates mentioned.

| | Aug. 1, '96. | Jan. 1, '96. | Jan. 1, '95. | Jan. 1, '94. |
|-----------------------------|--------------|--------------|--------------|--------------|
| Total bonded debt..... | \$2,375,200 | \$2,390,700 | \$2,364,100 | \$2,376,600 |
| Sinking funds..... | 22,500 | 33,000 | 33,000 | 9,000 |
| Net bonded debt..... | \$2,352,700 | | \$2,331,100 | \$2,367,600 |
| Water dbt. incl. above..... | | | \$1,311,500 | \$1,308,000 |

In addition to the above total bonded debt, the city had a floating debt on January 1, 1895, of \$85,000.

ASSESSED VALUATION.—The city's assessed valuation and tax rate have been as follows:

| Years. | Real Estate. | Personal Property. | Total Assessed Valuation. | Tax Rate per \$1,000. |
|-------------------|--------------|--------------------|---------------------------|-----------------------|
| 1896..... | | | \$20,386,450 | \$24.75 |
| 1895..... | \$16,909,875 | \$3,297,550 | 20,207,425 | 24.75 |
| 1894..... | 19,000,000 | 4,000,000 | 23,000,000 | 27.52 |
| 1893..... | 15,000,000 | 4,000,000 | 19,000,000 | 26.19 |
| 1892..... | | | | 24.95 |
| 1890..... | | | | |
| 1889..... | 14,344,607 | 2,263,275 | 16,607,882 | |
| 1888 (about)..... | | | 15,992,000 | |

Tax rate in 1896 includes State tax, \$4.75; city tax proper, \$17.00 school tax, \$3.00; total, \$24.75. Property is assessed at about its actual value.

POPULATION in 1890 was 37,371; in 1880 it was 29,720; in 1896 (estimated) 45,000.

Ironton, Ohio.—John M. Corns, Mayor. The following statement is corrected to July 4, 1896, by means of a special report to the CHRONICLE from George H. Davis, City Clerk. The city has cash in the treasury to the amount of \$10,936, to be used for the payment of its bonds.

Ironton is the county seat of Lawrence County.

| LOANS— | When Due. | LOANS— | When Due. |
|------------------------|---------------|--------------------------------|---------------|
| CEMETERY LAND— | | 4s, J&J, \$20,000..... | July 1, 1907 |
| 5s, J&D, \$5,000..... | 1896 to 1898 | WHARF BOND— | |
| MEMORIAL HALL. | | 6s, J&J, \$9,000..... | July 11, 1899 |
| 5s, A&O, \$20,000..... | Oct. 1, 1910 | STREET IMPROVEMENT. | |
| 5s, M&N, 3,500..... | May 1, 1914 | Payable by special assessment. | |
| REFUNDING BONDS— | | 6s, \$42,635..... | 1896-1904 |
| 5s, M&S, \$30,000..... | Sept. 1, 1915 | TEMPORARY LOAN BONDS— | |
| SEWERS, ETC.— | | 6s, \$19,760..... | |
| 5s, J&D, \$25,000..... | June 1, 1912 | Bonded debt July 4, '96.. | \$272,500 |
| STREET BONDS— | | Water debt (included)..... | 155,000 |
| 5s, J&D, \$25,000..... | June 1, 1912 | Spec. asst. debt (add'n'l) | 42,635 |
| WATER BONDS. | | Temporary loan (add'n'l) | 19,760 |
| 5s, J&J, \$90,000..... | Jan. 1, 1906 | Tax valuation 1895..... | 3,448,000 |
| 5s, M&S, 18,000..... | Mar. 1, 1911 | City tax (per \$1,000)..... | 10.20 |
| 4s, J&J, 27,000..... | July 1, 1906 | Population in 1890 was..... | 10,939 |
| | | Population 1896 (estim'd) | 12,500 |

INTEREST on the wharf bonds, on the special assessment bonds, and on the temporary loan bonds, is payable at the City Treasury; on all other bonds at the National Park Bank, N. Y. City.

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NEW LOANS.

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Manchester, N. H.—William C. Clarke, Mayor. The following statement has been corrected to August 1, 1896, by means of a special report to the CHRONICLE from James E. Dodge, City Auditor.

Manchester is one of the county seats of Hillsborough County.

| NAME AND PURPOSE. | Interest— | | Principal— | |
|----------------------------------|-----------|----------|---------------------|------------|
| | P. Ct. | Payable. | When Due. | Outstandg. |
| Bridge, 1881..... | 4 | J & J | July 1, 1911 | \$60,000 |
| do 1896..... | 4 | J & J | July 1, '97 to 1901 | 130,000 |
| (\$25,000 yearly to 1900.) | | | | |
| Cemetery..... | 5 | J & J | July 1, 1913 | 36,250 |
| City (funding) 1885..... | 4 | A & O | April 1, 1905 | 50,000 |
| do 1885..... | 4 | A & O | April 1, 1907 | 50,000 |
| do 1885..... | 4 | A & O | April 1, 1909 | 50,000 |
| do 1885..... | 4 | A & O | April 1, 1911 | 5,000 |
| Improvement bonds 1893..... | 4 | J & J | Jan. 1, 1913 | 100,000 |
| do do 1894..... | 4 | J & J | April 1, 1914 | 100,000 |
| do do 1895..... | 4 | A & O | April 1, 1915 | 100,000 |
| do do 1896..... | 4 | A & O | April 1, 1916 | 100,000 |
| School bonds..... | 4 | J & J | 1897 1907 | 110,000 |
| (\$10,000 due yearly on July 1.) | | | | |
| do do 1896..... | 4 | J & J | July, 1908-15 | 80,000 |
| (\$10,000 due yearly.) | | | | |
| Water, 1872..... | 6 | J & J | Jan. 1, 1897 | 100,000 |
| do 1872..... | 6 | J & J | Jan. 1, 1903 | 100,000 |
| do 1893..... | 5 | F & A | Aug. 1, 1913 | 100,000 |
| do 89..... | 4½ | M & N | Nov. 1, 1913 | 100,000 |
| do 1887 (refunding)..... | 4 | J & J | Jan. 1, 1907 | 100,000 |
| do 1890..... | 4 | J & J | July 1, 1910 | 100,000 |
| do 1892..... | 4 | J & J | Jan. 1, 1912 | 100,000 |
| do 1894..... | 4 | A & O | Oct. 1, 1914 | 50,000 |
| do 1895 (refunding)..... | 4 | J & J | July 1, 1915 | 100,000 |
| do 1895..... | 4 | J & D | Dec. 16, 1915 | 50,000 |

PAR VALUE.—The city's bonds are for \$100, \$500 and \$1,000. They are mostly of the denomination of \$1,000 each.

INTEREST on bridge and water bonds of 1872 is payable at Treasurer's office, Manchester; on all other issues at Suffolk Bank, Boston.

TOTAL DEBT.—The subjoined statement shows Manchester's total municipal debt, including the water debt, on the dates named.

| | Aug. 1, '96. | Jan. 1, '96. | Jan. 1, '95. | Jan. 1, '94. |
|-------------------------------|--------------|--------------|--------------|--------------|
| Total bonded debt..... | \$1,871,000 | \$1,571,250 | \$1,292,000 | \$1,191,000 |
| Water debt (incl. above)..... | 900,000 | 900,000 | 850,000 | 800,000 |

In addition to the bonded debt the city had on January 1, 1896, a floating debt of \$100,000. The sinking fund on January 1, 1896, amounted to \$66,000.

CITY PROPERTY.—The water-works on January 1, 1895, at a low estimate, were said to be worth \$1,500,000. The city owned other property to the extent of \$1,228,000, consisting of school-houses, Court House, City Hall building, engine-houses, City Library building, etc., and not including cemeteries and parks, valued at \$845,000.

The income from water rents in 1895 was \$118,374 50; cash on hand January 1, 1895, \$18,831 52; amount received for bonds sold (high service), \$50,000; total, \$187,206 02; paid for repairs and operating expenses, \$101,866 01; interest on water bonds, \$42,620; balance unexpended, \$42,720.

VALUATION, TOTAL DEBT, ETC.—The assessed valuation (about 70 per cent of cash value) and the tax rate have been as follows in the years named below:

| | Assessed Valuation. | | Total. | Tax Rate per \$1,000. |
|-----------|---------------------|-------------|--------------|-----------------------|
| | Real. | Personal. | | |
| 1896..... | | | \$29,361,418 | \$18-60 |
| 1895..... | \$24,463,174 | \$4,397,948 | 28,861,122 | 17-40 |
| 1894..... | 23,636,342 | 4,735,368 | 28,391,710 | 17-80 |
| 1893..... | 22,671,276 | 4,768,466 | 27,439,742 | 18-50 |
| 1892..... | 21,500,776 | 4,431,268 | 25,932,044 | 19-50 |
| 1891..... | 20,557,146 | 4,315,246 | 24,872,492 | 17-80 |
| 1890..... | 19,884,300 | 4,206,300 | 24,090,650 | 19-10 |
| 1889..... | 18,359,156 | 4,603,634 | 22,962,790 | 19-00 |
| 1888..... | | | 22,162,928 | |
| 1887..... | 17,364,434 | 4,541,042 | 21,905,476 | 17-00 |
| 1880..... | | | 17,735,990 | |

POPULATION.—In 1890 population was 44,126; in 1880 it was 32,630; in 1870 it was 23,536. The estimated population in 1895 was 58,126.

Huntingdon, Pa.—J. F. Schock, Mayor. The following statement of the financial condition of Huntingdon on July 1, 1896, is compiled from a special report to the CHRONICLE from J. R. Patton, Secretary.

This city is the county seat of Huntingdon County.

| LOANS— | When Due. | Net debt July 1, 1896..... | \$49,500 |
|------------------------------|--------------|-----------------------------------|-----------|
| STREET IMPROVEMENT BONDS— | | Tax valuation 1896..... | 1,200,000 |
| 48, J & J, \$7,200..... | \$720 yearly | Assessment about ½ actual value. | |
| 48, J & J, 40,400..... | 2,020 yearly | Total tax rate (per \$1,000)..... | \$43-50 |
| Bonded debt July 1, '96..... | | Population in 1890 was..... | 5,729 |
| Floating debt..... | 12,000 | Population in 1880 was..... | 4,125 |
| Total debt..... | 59,600 | Population in 1896 (est.)..... | 6,000 |
| Sinking fund..... | 10,100 | | |

INTEREST on the bonds is payable at Huntingdon.
TAX FREE.—All bonds of this city are exempt from taxation.

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The Philadelphia & Reading Companies.

NOTICE OF FORECLOSURE SALE.

IN THE CIRCUIT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF PENNSYLVANIA.

IN EQUITY.

April Sessions, 1896.—No. 9.

THE PENNSYLVANIA COMPANY FOR INSURANCES ON LIVES AND GRANTING ANNUITIES.

Complainant,

THE PHILADELPHIA & READING RAILROAD COMPANY, THE PHILADELPHIA & READING COAL & IRON COMPANY AND OTHERS.

Defendants.

Whereas, by a decree of the Circuit Court of the United States for the Eastern District of Pennsylvania, made and entered on the 1st day of May, 1896, in the above-entitled cause, it was, among other things, provided that, in default of the payment by the defendant The Philadelphia & Reading Railroad Company, or by any one claiming under it, or by any one for its account, or of payment by the defendant The Philadelphia & Reading Coal & Iron Company, or by any one claiming under it, or by any one for its account, of the amount by said decree adjudged, within twenty days after the entry of said decree, the properties, premises and franchises by said decree adjudged to have become subject to a mortgage or deed of trust bearing date the 3d day of January, 1888, made to the complainant in said cause by the said The Philadelphia & Reading Railroad Company and The Philadelphia & Reading Coal & Iron Company, and known as the General Mortgage, be sold as in said decree directed on a day and at an hour to be fixed by said complainant, the Trustee under said General Mortgage; and

Whereas, more than twenty days have elapsed since the entry of said decree, and default has been made in the payment by said decree directed.

Now, therefore, The Pennsylvania Company for Insurances on Lives and Granting Annuities, the Trustee named in said General Mortgage of The Philadelphia & Reading Railroad Company and The Philadelphia & Reading Coal & Iron Company, dated January 3d, 1888, under and in pursuance of said decree and in the exercise of the powers and duties conferred and imposed upon it by said General Mortgage, will sell at the Old Station on Callowhill Street, between Archon Street and Broad Street, in the City of Philadelphia, in the State of Pennsylvania (that being on the premises to be sold), on Wednesday, the 23d day of September, 1896, at twelve o'clock noon of that day to the highest and best bidder or bidders

All and singular the mortgaged and pledged property by said decree adjudged to be subject to said General Mortgage, and therein directed to be sold, and briefly described as follows:

AS THE FIRST PARCEL.

The following property of The Philadelphia & Reading Railroad Company.

The following lines of railroads and other property of said Railroad Company, to wit:

The Main Line, the Lebanon Valley Branch, the Lebanon & Tremont Branch, the Mahanoy & Shamokin Branch, the Mt. Carbon Branch, the Schuylkill & Susquehanna Branch, the Port Kennedy Branch, the West Reading Branch, the Moselton Branch.

The leasehold interest in the Philadelphia German-town & Norristown Railroad;

The leasehold interest in the Chestnut Hill Railroad;

The leasehold interest in the Plymouth Railroad;

The leasehold interest in the Colebrookdale Railroad;

The leasehold interest in the East Pennsylvania Railroad;

The leasehold interest in the East Manayon Railroad Company and the Little Schuylkill Navigation Railroad & Coal Company.

The leasehold interest in the Schuylkill Valley Navigation & Railroad Company.

The leasehold interest in the Mill Creek & Mine Hill Navigation & Railroad Company.

The leasehold interest in the Mt. Carbon & Port Carbon Railroad.

The leasehold interest in the Mine Hill & Schuylkill Haven Railroad Company.

The leasehold interest in the canal and navigation works of the president, managers and company of the Schuylkill Navigation Company.

The leasehold interest in the canal and navigation works of the Susquehanna Canal Company.

The leasehold interest in the railroad of the Catawissa Railroad Company.

The leasehold interest in the railroad of the Pickering Valley Railroad Company.

The leasehold interest in the railroad known as the Philadelphia & Chester Branch.

The leasehold interest in the main line of the railroad of the North Pennsylvania Railroad Company, and the branches thereof known as the Delaware River Branch and the Doylestown Branch.

The leasehold interest in the railroad of the Delaware & Bound Brook Railroad Company, together with the branch known as the Trenton Branch.

The leasehold interest in the Schuylkill & Lehigh Railroad.

The leasehold interest in the Shamokin Sunbury & Lewisburg Railroad.

And all real estate of said Railroad Company wherever situated owned by it at the date of the execution of said General Mortgage or by it thereafter in any manner acquired, or held for its benefit or in trust for it; all other railroads then owned or thereafter constructed or to be constructed, or in any manner whatever by said Railroad Company; all branches, extensions, sidings and turnouts of all the said railroads and each of them; all advances made by said Railroad Company in the operation by it of the leased railroads forming part of the mortgaged property so far as the same are re-payable, and all right and claim to the re-payment thereof; all lands, rights of way, rails, bridges, walls, fences, works, machinery, stations, offices, depots, depot grounds, engine houses, buildings, improvements, equipments, and hereditaments; all locomotives, tenders, passenger cars, baggage cars, freight cars, coal cars and all other engines, cars, carriages and rolling stock,

Foreclosure Sale.

tools, implements and materials; and all steam colliers, ships, vessels and canal boats owned by said Railroad Company at the date of the execution of said General Mortgage, or by it thereafter at any time acquired; and all singular the tolls, rents, revenues, issues, profits and income of the Railroad Company derived from said railroads, canals and other property, franchises and franchises of said Railroad Company, or connected with or relating to said mortgaged premises then owned by it or thereafter acquired; all the streets, ways, alleys, passages, waters, water-courses, easements, rights, liberties, privileges, hereditaments and appurtenances and estates belonging or appertaining; and all the estate, right, title, interest, profit, claim and demand of every nature and kind whatsoever of the Railroad Company, as well as law as in equity of, in and to the same, and every part and parcel thereof.

Excepting, however, therefrom any property heretofore sold or conveyed by said Railroad Company under the powers reserved in said General Mortgage.

One hundred and sixty thousand (160,000) shares of the par value of \$50 each in the capital stock of The Philadelphia & Reading Coal & Iron Company.

All shares and bonds of lines leased or controlled by The Philadelphia & Reading Railroad Company deposited with the undersigned as Trustee under the said General Mortgage of The Philadelphia & Reading Railroad Company and the Philadelphia & Reading Coal & Iron Company, dated January 3, 1888, for which General Mortgage bonds have, under the terms of said General Mortgage, been issued, including the following:

(1) \$192,340.77 of the Mortgage Loans of the Schuylkill Navigation Company, commonly known as Loans of 1872-1897.

(2) \$91,377.67 of the Mortgage Loans of the Schuylkill Navigation Company, commonly known as Loans of 1882-1907.

(3) \$119,000 of the loans of the Schuylkill Navigation Company, commonly known as the Loans of 1895.

(4) \$13,500 of the loan of the Schuylkill Navigation Company, commonly known as the improvement Loan.

(5) \$71,500 of the Boat and Car Loans of the Schuylkill Navigation Company.

(6) \$4,300 in the Preferred Stock of the Schuylkill Navigation Company.

(7) \$20,800 in the Common Stock of the Schuylkill Navigation Company.

(8) The following securities and stocks of the Susquehanna Canal Company:

First mortgage preferred.....\$227,000.00

First mortgage priority.....96,105.53

Third mortgage six per cent.....1,316,376.52

Fourth mortgage seven per cent.....288,000.00

Stock.....1,170,973.81

(9) \$239,300 in the First Mortgage Loan of the Pickering Valley Railroad Company.

(10) \$504,300 in the Mortgage Bonds of the Colebrookdale Railroad Company.

(11) The following securities of the Catawissa Railroad Company:

10% Chattel Mortgage bonds, 1868-1888.....\$98,450

5% Chattel Mortgage Bonds, 1880.....24,500

7% Debenture Bonds, 1917.....62,000

AS THE SECOND PARCEL.

The following property of The Philadelphia & Reading Coal & Iron Company.

The following coal lands, coal leases, iron ore lands, furnace properties and other real estate.

COAL LANDS.

No. 1, Trevorton estate. 2, Associate lands. 3, Zimmerman and Heller tracts. 4, John Boyd tract. 5, Shamokin and Bear Valley tracts. 6, M. E. Leverston tract. 7, William M. Rockefeller tract. 8, Big Mountain lands. 9, Wetherill tract. 10, Greenleaf tract. 11, Presto Miller Survey. 11, Bit-tender lands. 12, George Schall tract. 13, McIntyre lands. 14, William Sheed tract. 15, Helfenstein lands. 16, Locust Mountain Summit Improvement Company lands. 17, Samuel Morgan tract. 18, Mount Carmel Coal & Iron Company lands. 19, Mount Carmel & Locust Mountain Coal Lands. 20, St. Clair Dale estate. 21, Ashland estate. 22, Fountain Springs tract. 23, Necho Allen tract. 24, Locust Mountain tract. 25, William Jones tract. 26, Philadelphia & Mahanoy lands. 27, James McNeal tract. 28, Taggart tract. 29, Neifer tract. 30, Sheaffer tract. 31, Kear and Patterson lands. 32, Ely and Riehl tract. 33, Andrew Swartz tract. 34, Summit tract. 35, Greenleaf lands. 36, Coal Hill estate. 37, Wood and Abbot tract. 38, Guiferman or Tuscarora tract. 39, Glentworth tract. 40, Eagle Hill tract. 41, Mary Patterson tract. 42, Valley Furnace Lands. 43, Lewis tracts. 44, Ravensdale tract. 45, Dilcamp tract. 46, Lee Lands. 47, Repp and Klein tracts. 48, Repp's heirs' tract. 49, Saw Mill tract. 50, St. Clair tract. 51, Wagoner tract. 52, Flower Field tract. 53, West Flowery Field tract. 54, Mount Lafayette tract. 55, Oak Hill tract. 56, Duncan lands. 57, Houston or Russell tract. 58, Coit tract. 59, Samuel Heffer tract. 60, Minersville tract. 61, Minersville Coal Reserve. 62, Carey and Hart tract. 63, Jimmy Laing tract. 64, Diamond tract. 65, Gettie and Wagoner lands. 66, Manhattan lands. 67, Catherine Groh tract. 68, Hammer and Hoy tract. 69, Phoenix Park tract. 70, Hughes and Lanston tract. 71, Llewellyn lands. 72, Salem tract. 73, Little Klausner tract. 74, Reed tract. 75, Hartman and Meyer tract. 76, Little Schall tract. 77, Big Schall tract. 78, Gunkel and Branham tracts. 79, Farquhar lands. 80, Green lands. 81, Swatara lands. 82, Schuylkill and Danolin Improvement and Railroad Company lands. 83, Tower Meconkey et al. lands. 84, Francis Spatzer tract. 85, One-eighth of Joseph S. Silver tract. 86, Henry Houtz tract. 87, Alexander Klingler tract. 88, Philip Kuntzleman tract. 89, Forbes and Delano lands. 90, Leonard Hill tract. 91, Peter Lovengood tract. 92, Mary Miller tract. 93, Greenleaf lands. 94, Keifer tract. 94, Fishing Creek tract (north). 95, Fishing Creek Creek tract (south). 96, Michael Seltzer tract. 97, Schuylkill and Susquehanna lands. 98, Peter Kessler tract.

COAL LEASES.

No. 99, Lease from the Preston Coal & Improvement Company. 100, Lease from the Delaware Coal Company. 101, Lease from the Mammoth Vein Coal & Iron Company. 102, Lease from the Tremont Coal Company. 103, Lease of Green tract. 104, Lease of Henry Miller and Sarah Moore tracts. 105, Lease of Conrad Metz tract. 106, Lease of Hornum tract. 107, Lease of one-fourth of Bernard Hueley tract. 108, Lease of part of Andrew Lytle tract. 109, Lease of one-eighth of the Alexander Klingler tract. 110, Lease of one-half of Kinnear, Meyer and Spatzer tracts. 111, Lease of Nancy Kinnear tract. 112, Lease of Flowery Field, Saw Mill and Ellmaker tracts and Lee lands. 113, Lease of West Bear Ridge Colliery. 114, Lease of East Bear Ridge Colliery. 115, Lease of Henry Clay Colliery. 116, Lease of

Foreclosure Sale.

Peerless Colliery. 117, Lease of Buck Ridge Colliery. 118, Lease of Girard, Mammoth and Cuyler Collieries. 119, Lease of Union or North Ashland, Colliery. 120, Lease of Hammond and Conner Collieries. 121, Lease of Girard Colliery.

IRON ORE LANDS.

No. 122, Putnam Valley, N. Y. lands. 123, Putnam County, N. Y., ore lands. 124, Nelson County, Va., iron-ore lands. 125, Nelson and Amherst Counties, Va., iron-ore lands. 124, Albemarle County, Va., iron-ore lands. 127, Seasholtzville, Pa., land. 128, Big Pond, Pa., estate. 129, Boiling Spring lease, Pa. 130, Heim and Vanasden lands.

FURNACE PROPERTIES.

No. 131, Bechtelsville. 132, Swede. 133, Kutztown. 134, East Penn. 135, Emaus. 136, St. Clair. 137, Ringgold. 138, Monocacy. 139, Port Carbon Furnace and Rolling Mill. 140, Powhatan Furnace, Va.

OTHER REAL ESTATE.

No. 141, Office building and lot, Pottsville. 142, Acre lot, Branch Township. 143, Tower City lands. 144, Lot of ground, Chestnut Street, Reading. 146, Adams Street Depot, Brooklyn, N. Y. 147, Twenty-ninth Street Depot (leasehold), New York City. 148, New Bedford Depot, Mass. 149, Newburyport Depot, Mass. 150, Salem Depot (leasehold), Mass. 151, Potsville shops. 152, Bedford shops. 153, Surface Town of Lower Dale. 154, Surface Ashland. 155, Hegins Township lot. 156, Port Carbon lots. 157, Berks County lands. 158, Lot at Preston. 159, Various Schuylkill County lands. 160, Cameron Township lands.

And all other real estate of said Coal & Iron Company wherever situated owned by it at the date of the execution of said General Mortgage, or by it thereafter in any manner acquired or held for its benefit or in trust for it; all railroads and all branches, extensions, sidings and turnouts of any railroad then belonging to said Coal & Iron Company, or thereafter constructed or in any manner acquired by it; all lands, coal leases, iron-ore leases, mines, collieries, shops, engines, workshops, machinery, offices, buildings, improvements, tenements, and hereditaments then owned by it or by it thereafter in any manner acquired by it or for its benefit or in trust for it; all yards, depots and wharves, all locomotives, tenders, coal cars, carriages and all other engines, cars, rolling stock, tools, implements, horses, mules and material, and all corporations, franchises, rights, liberties, privileges, appurtenances and franchises of said Coal & Iron Company, or connected with or relating to the said lands, coal or iron mines, railroad or other premises, or any of them, owned by said Coal & Iron Company at the date of the execution of said General Mortgage, or by it at any time thereafter constructed or acquired; and all singular the tolls, rents, revenues, issues, profits and income of the Coal & Iron Company derived from said railroad, canals, coal, or iron mines and other property; and all streets, ways, alleys, passages, waters, water courses, easements, rights, liberties, privileges, hereditaments and appurtenances whatever unto any of the said mortgaged premises then owned by it or by it thereafter in any manner acquired by it or for its benefit or in trust for it; all and singular the estate, right, title, interest, profit, claim and demand of every nature and kind whatsoever of the Coal & Iron Company as well as law as in equity of, in and to the same and every part and parcel thereof.

Excepting therefrom any property heretofore conveyed and transferred under the powers reserved in said General Mortgage.

The following shares of the capital stock of other corporations owned by said Coal & Iron Company, but subject to a prior pledge thereof by it to The Philadelphia & Reading Railroad Company under a mortgage dated July 1, 1874, viz:

Table with 2 columns: Name of Company, Shares. Includes Preston Coal & Improvement Company (56,483 shares), Fulton Coal Company (63,537 shares), Locust Gap Improvement Company (50,522 shares), Tremont Coal Company (118,454 shares), Mammoth Vein Coal & Iron Company (59,727 shares), Delaware Coal Company (4,716 shares).

All property, real and personal, of every character and description, which, or any beneficial interest in which, has been acquired by the Receivers of the Philadelphia & Reading Railroad Company in the course of the operation and management of either of said two parcels or pertaining thereto, or to which, or to any beneficial interest in which, they are or may become entitled will be sold in connection with such parcels respectively, including all income, proceeds of income, bills and accounts receivable, cash and other property, received by said Receivers in the course of the operation of such parcel or pertaining thereto, and any and all property appurtenant to such parcel or pertaining thereto and acquired for use in connection with or for the purposes of such parcel or the business of said Railroad Company, or of said Coal & Iron Company in connection therewith and vested in or standing in the name of said Receivers, or to which said Receivers in any manner shall have acquired title, at the time of delivery to the purchaser of such parcel; all equipment and all coal in possession of said Receivers at the time of the delivery of such parcel to be delivered as part of, and in connection with, the parcel in respect of which it shall have been acquired or received by said Receivers.

AS THE THIRD PARCEL.

The following securities and stocks pledged as security for said General Mortgage by certain Receivers or Trustees of the Philadelphia & Reading Railroad Company:

I. General mortgage bonds of The Philadelphia & Reading Railroad Company, secured by a mortgage of said Railroad Company, dated July 1st, 1874, to the Fidelity Insurance Trust & Safe Deposit Company, trustee, \$4,457,000.

Income mortgage bonds of The Philadelphia & Reading Railroad Company, secured by a mortgage of said railroad company, dated December 1st, 1876, to Edwin M. Lewis, trustee, \$8,493,810.

First series five per cent consolidated mortgage bonds of The Philadelphia & Reading Railroad Company, secured by mortgage of said railroad company, dated August 26th, 1882, to The Pennsylvania Company for Insurances on Lives and 1 Granting Annuities, of the City of Philadelphia, trustee, \$184,606.

Second series five per cent consolidated mortgage bonds of The Philadelphia & Reading Railroad Company, secured by said mortgage, dated August 26th, 1882, \$6,131,404.

II.

(1). \$1,493,249.73 of the mortgage loans of the Schuylkill Navigation Company, commonly known as the loans of 1872-1897.

(2). \$9,428.67 of the mortgage loans of the Schuylkill Navigation Company, commonly known as the loans of 1882-1907.

(3). \$1,062,000.00 of the loan of the Schuylkill